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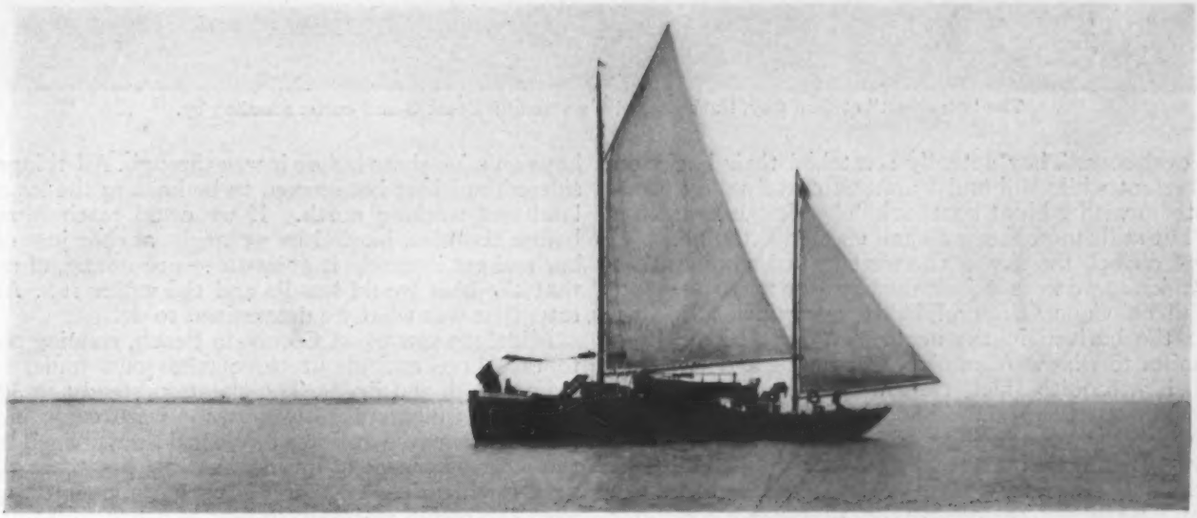


Hirondelle was a so-called "50-50" sail-*and*-power cruiser, 49 feet in length.

Hard Learned Lessons

I. A Bad Time in the Florida Straits in a March Gale

By JOHN T. ROWLAND

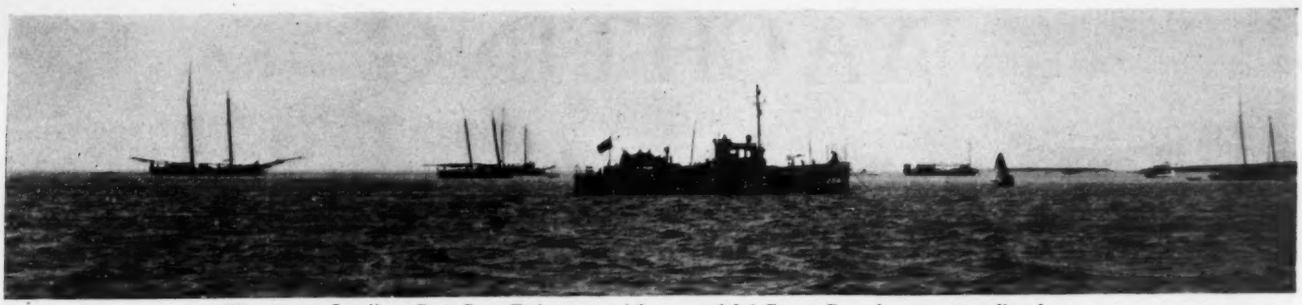
"MAN rises by his successes, but he *learns* by his mistakes"—a very true bit of wisdom. The author of it must have gone to sea. I first learned the reason for a keel at the age of five by trying to sail a flat-bottom skiff in a beam wind. But the lesson apparently did not sink deep enough, for I had to learn it all over again at more than five-and-thirty. The first school was a fishpond on my father's farm; the second was the Straits of Florida in a gale of wind. And the flattie meantime had been metamorphosed into one of those so-called "fifty-fifty" sail-*and*-power cruisers, 49 feet in length.

With reference to the epigram quoted above, it seems a pity that sailors do not more often tell about their mistakes. The stories would be much more amusing than those of their successes. Here goes a start of the fashion. When admitting error, it is only fair to state such extenuating circumstances as may exist. In this case they consisted chiefly in a desire to get away with the minimum of trouble. For the first time in my life I went to sea with the avowed purpose of taking things easy, and the result was the hardest racket that I ever have had in a yacht.

It was all because we did not haul the boat out for inspection before chartering her to go South. Not that the owner deceived us; but if once we had seen her out of water we would have realized the unfairness of asking her to go to windward in a blow. She had sweet lines for a sea boat, with plenty of buoyancy in spite of rather sharp sections, but below the rabbet she had less than four inches of keel. I think the old Scotchman who had been her skipper, and whom we in turn hired, rather led us astray on that point—not intentionally, of course. He had probably never actually measured her keel when he had the boat hauled out. Charlie Mower designed her, and it speaks volumes for her lines that she would go to windward at all. I have an idea, also, that at some stage of her career the keel had been pared down to help her negotiate canals. An additional three or four inches would, in my opinion, have made her a different boat.

At any rate, the first day of March found us entering the Straits of Florida through the Northwest Providence Channel, bound north from Nassau. It had been blowing a strong breeze from the northeast for two days, but it was bright and clear, and there seemed every prospect for a "fine time along." Accordingly, we hauled her up to a N.W. by N. heading, which put the lights of Palm Beach abeam, and let her go. The Stream was strong with us and the breeze fresh and fair, having hauled more easterly during the night, so that dawn found our little ship making knots. The voyage thus far had been singularly free from windward work, and she had proved herself such a fine sea boat in every respect that we felt no hesitation about tackling a straight run of 250 miles to Fernandina.

As the morning advanced the breeze followed the sun around. By noon we had run out of the shelter of the Little Bahama Bank and were surprised to find a big swell heaving in from the northeast. However, that could be explained as left over from the hard breeze of the two preceding days. But by afternoon other conditions arose that made me uneasy. First, the swell increased in spite of the fact that the wind had now gone around to the southwest and was blowing fresh; second, the sky had grown overcast and taken on a coppery hue that did not look good; and, third, we were being escorted by a school of the most playful and friendly porpoises I



The "rum fleet" at Gun Cay, Bahamas, with a watchful Coast Guard cutter standing by.

have ever seen. They actually scratched their backs on our forefoot while Bill and I amused ourselves by prodding them with a blunt boathook. The glass had fallen a little but still stood above 30 and showed little life.

By 4 o'clock the sky in the west looked so dirty that one could see we were in for a dusting. We made a perfect landfall on Cape Canarval lighthouse which stuck up above the horizon in the northwest. Fort Pierce Inlet was miles to windward and astern; the next hole in the beach is Mosquito Inlet, thirty-odd miles north of the Cape. The chart showed a shallow bay on the south side of Cape Canarval, which appeared to offer shelter from the west and north, but the skipper warned us that it was poor holding ground and a very rough place, owing to the surge. His feeling seemed to be that we were fairly caught and might as well keep on in the hope of making Mosquito Inlet before dark and getting in over the bar if the swell was not too big. By that time the wind, we felt quite sure, would be offshore.

In fairness, I should say a word about the skipper. He was an old man, well versed in these waters, and knew every creek and inlet by heart. On the inside route he was a jewel. But he did not pretend to be a navigator and did not like it offshore. He offered no objection, but he put the navigation up to me. In view of the fact that he had his hands full with the motor, this did not seem unfair. On the run South the motor had given faithful service, but now, just when we needed it most, symptoms of collapse began to appear. The poor old man would retire to its lair, stay there as long as he could, and reappear, dripping sweat and muttering Gaelic imprecations. She was running hot and he could not discover why. We forebore to ask questions, as he had trouble enough.

But it was a poor time to have the motor quit. After blowing fresh all day (during most of which we had run under sail alone) the breeze now died away and the most awe-inspiring squall made up in the northwest. We limped along at slow speed and took advantage of this lull to reef the mainsail. But valuable time was lost, so that instead of nearing Mosquito Inlet we were still off Cape Canarval when the squall struck at 6 o'clock. It burst out of the west with nearly hurricane force, and there was no daylight after that.

We were now in something of a dilemma. The chance of getting into Mosquito Inlet looked slim. There is only eight feet of water on the bar, in a winding channel, so that one needs daylight and fairly smooth water to cross it safely. On the other hand, it was no use to attempt running back for Fort Pierce or (according to the skipper) hunting shelter under the lee of the Cape. In any other waters my choice would have been to run offshore and heave-to, but with the Gulf Stream setting to windward at between three and four knots that would be a most uncomfortable place. To be sure, we might cross the Stream and heave-to; but this had all the earmarks of a Norther which might blow for several days, and in that case we would find ourselves near the Bahamas and perhaps on a lee shore before it was through. All things considered, our best bet seemed to be holding the lee of the land and working north. If we could reach Mosquito before the wind headed us we might anchor just off the bar and get in across it at dawn — presuming, of course, that the boat would handle and the motor run. At any rate, that was what we determined to do.

Midnight saw us off Coronado Beach, running parallel to the shore and about three miles out, under reefed mainsail, jib and jigger. The glass was steady on 30, and the wind, which still blew from the west, came in gusts which I estimated at Force 8. We had been obliged to stop the motor, because of its overheating, but there was no need for it now. At 12:30 it became impossible to carry even the reefed mainsail for fear of a knock-down. How I longed then for a real keel with a ton of lead or iron on its bottom! Under jib and jigger our ketch-rigged vessel was more easy, but presently it became evident that she was not going where she looked. We worked her up in the puffs and managed by careful handling to save the leeway. At 2:00 A.M., we had Mosquito Lighthouse bearing west, so that we were a shade north of the Inlet, two and a half miles out. Here, under the land, the wind had so ironed out the sea that I began to feel hopeful about crossing the bar. Moreover, the sky had cleared partially and it was not very dark. If only we could locate the outer fairway buoy I felt that we might be able to jam her across the bar under power and come to anchor inside, out of harm's way. It was evident now that we were in for a snorter. My first concern was to get closer under the land and smooth the water. Accordingly, we took a pull on our sheets. We could see the land sloping seaward ahead of us and it seemed only a case of holding on for a few minutes more until we picked up shore soundings. The old man reported the motor cool and believed it would run for a while. He started it and left it idling. We kept the hand lead going, expecting every minute to get bottom. Up to windward the shore was plainly visible all along, and we were on the point of tacking ship when, without an instant's warning, a gust of hurricane force struck us from the northwest. The ship laid her lee rail under and stopped dead.

That was how the Norther arrived. Within five minutes a short, slinging chop that worked like four-wheel brakes had made up. But as the coast curves out here we still had a lee, and it would be smoother the closer in we got. Jib and jigger had not the power to drive her, and she would not carry even a reefed mainsail, so we gave her the motor as a last resort. Another half mile, I believe, would have done the trick.

But that half mile she refused utterly to go. The boat on the starboard side filled on its davits and we had to drag it across and secure it on the weather side. While that was going on the motor overheated and stuck. Then, as if to cap a climax, our steering gear carried away. It was really a power boat affair, with the wheel set up on deck amidships and too many sheaves and fairleads to

amount to much. So we shipped the long iron tiller on the rudder head. All this took time. But even now, at 3:30, the glass had fallen only to 29.90 and the sky did not look very bad. With the wind rapidly hauling into the north, I still had hope of sailing in across the bar at daylight. We could not get bottom with the hand lead and had not sufficient cable to anchor, so we gave her a couple of grapnels with a long scope of line and hove-to on the port tack under reefed jigger. As it was now just a case of waiting for dawn we all went below and lay down.

I had a good two-hours' sleep and awoke with the impression that the blow was over, so easily did she lie. But it was only necessary to shove one's head up through the hatch to be undeceived. The wind was at N.N.W. and blowing a full gale. She had drifted offshore several miles but, to my surprise, had scarcely gone south at all. Doubtless the Stream had something to do with that. Land had disappeared but Mosquito Light was still plainly visible right abeam. Though a wild, steep sea was running, I judged that there had not been sufficient time to get up a swell of any magnitude on the bar, which was still sheltered, partly by the curve of the coastline, but more by the shoals which flank it both to the north and south. Bear in mind that we still did not know that our vessel lacked a keel, and although we had not been able to drive her to windward through the squalls of the previous night it did seem as though she would fetch the lighthouse with the wind nearly abeam. And the lighthouse was to windward of the Inlet.

Accordingly we shook the reef out of the jigger and set the big single jib while the cook was making coffee. At least, that was what he was attempting to do, but just when she filled away he came up to report that he could get no water from the tanks. Examination proved that they were dry. Somehow, in his struggles with the motor, the old man had started a union on the pipe line from the fresh water tanks. It was not his fault; the pipe should never have been located in such a place — and that, by the way, was no part of her original design. Anyhow, all our fresh water had gone into the bilge. If we felt any lingering doubt about the wisdom of trying to make port it vanished now.

Hirondelle **in the Bahamas. Note raised deck and position of steering wheel by the after house.**

The vessel started off handsomely and romped in towards shore. Steering with the long iron tiller, I held her about a point above the lighthouse, judging that to be an ample weather gage. Daylight spread over the sky, disclosing a wild race of wall-sided, white-crested seas. One of them slapped the rudder and snatched the tiller out of my hands. It struck the stout oak bitts on the quarter and bent like a ram's horn. And now we *were* in a fix, for there was no way to straighten the thing, and with this hook in it one could get only about ten degrees of port helm. But so far as crossing the bar was concerned,

Fine sailing in the Northwest Providence Channel.

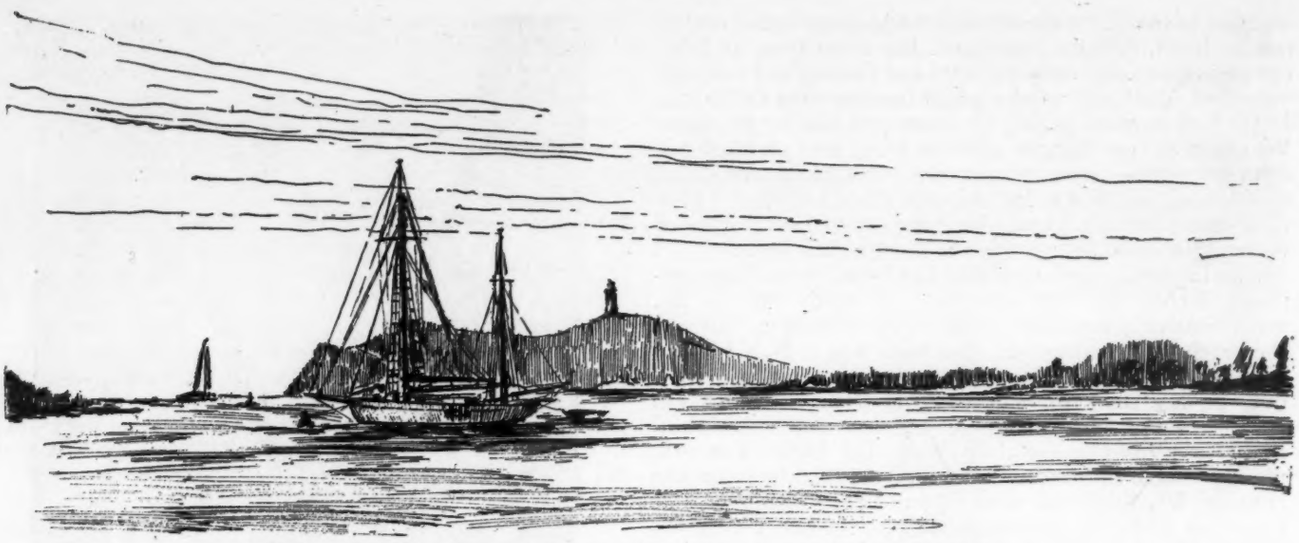
we need not have worried, for it had become painfully evident that we would not fetch the Inlet by half a dozen miles. And so our hope of harbor went a-glee.

Waterless, with a crippled steering gear, a broken motor and a boat that wouldn't go to windward under sail, we were in rather a bad mess — especially since any further hauling of the wind would put us on a lee shore. Thirty-odd miles S.S.E. of us lay Cape Canarval and out to seaward of that, for six miles, extends a very nasty shoal. We could imagine what it looked like and had no wish to see it. We brought the wind on our port quarter and scudded offshore under only a reefed jib.

She was a splendid little sea boat and thanks largely, I believe, to her pointed stern, she took the steep quartering sea with scarcely an effort to broach-to — which was lucky, as we could not have held her. The regular steering-gear, I might explain, had disintegrated so completely that it afterwards took two carpenters a day to put it together. The little vessel ran off beautifully, holding about a S.E. by E. course, and we could all have gone below and turned in if it had not been for lack of water. Already we were parched with thirst from our long watch and there was only half a tumbler full left in the kettle.

At 7 o'clock a steamer was sighted coming up astern and our hearts rose somewhat. It was questionable whether she could help us, but we would try at least. Attracted by our signal, she came along under our lee and we shouted that we were helpless and out of water. With our vessel behaving so handsomely it seemed ridiculous to be asking for aid, but we had only to think of a long, cool drink to appreciate its importance. The steamer was a small freighter. Her skipper replied that the best he could do was to take us in tow and keep us with him till it moderated. He paid out a long line with a lifebuoy bent on to the end and after several attempts we managed to

(*Continued on page 112*)



Utiekah III in Broken Bay before jumping off from Australia for the South Seas.

Utiekah III in the South Seas

A Six-Months' Cruise in a 56-Foot Auxiliary Ketch

By G. A. Soilleux

Drawings by the Author

FOR very many years, I. E. Giles, skipper and part owner of the ketch *Utiekah III*, of the Royal Yacht Club of Victoria, Melbourne, Australia, had had in the back of his mind a year's cruise around the islands of the Southern Pacific, the South Seas of romance according to the short story writers, and the "pipe dreams" of many yachtsmen — certainly of us round about the Australian coast.

The idea began to crystallize into fact about three years ago when he sold his yawl *Utiekah II* and started to build the present *Utiekah III* to his own designs. She was completed in January, 1925, and, to our minds — after months of life aboard — she is practically everything that a small deep-sea cruiser should be — comfortable, with an easy motion in a seaway, and fast, particularly so off the wind when she gets the stuff she likes. She is ketch-rigged, gaff mainsail, with jackyarder topsail for light stuff, Bermudian mizzen, jib and staysail — in all 1780 square feet of canvas — 37.2 tons register, 56′ length over all, 15′ 8″ beam and 7′ draft when fully loaded with stores and water for the cruise. As auxiliary we had a 24-horsepower Ailsa Craig gasoline motor — my particular care and cross on the voyage — which could shove her along at about five knots in smooth water.

The prospective crew went through a long process of evolution, of course, but round about New Year, 1927, the "cans and mights" had become more or less settled and we were making the necessary arrangements for escape. There were seven of us — the limit of her accommodations — and the professions we followed were of all sorts, but every man a sailor, or yachtsman, rather, of experience. The skipper, I. E. Giles, a schoolmaster of Melbourne Grammar School, Victoria; "Tony" Hamilton, the other part owner, a farmer; Arthur Peck, a youngster of 70 summers, a Melbourne architect and a living proof of the fact that "old sailors never die"; myself, another Melbourne architect of parts; Mark Mackie, a process engraver; H. Newton Scott, a Sydney surveyor; and J. C. Hartle, of Essex, England. Some of us were in the happy position of having no work at hand just then. The skipper was enjoying a year's leave of absence, and Hartle makes the world his playground. The rest — with work crying out to be done — made some lame excuse, or pushed our jobs on to someone else to hold for us, or else simply chucked such plans as we had.

About Easter of 1927 we started to fit her out for the cruise. For six weeks we worked night and day — rigging, painting, building new storage lockers, and, biggest job of all, copper sheathing her ourselves. To anyone thinking of tackling this job our advice is — don't. Our statistical king tells us that we drove 39,651 tacks, not including fingers.

However, all things come to an end, and in May we got away at last — the first Australian yacht to go "foreign." Shot at from every angle by press photographers, we started on a 40-mile plug to Port Philips Head. We might have known better; it was on a Friday and we ran into one of the worst southwesterly gales of the year at the Heads. When we saw an 8,000-ton passenger steamer turn back for shelter we thought we had better "stay put" ourselves, so for another three days we waited inside for things to moderate. At last we cleared the Heads for Sydney, which we looked on as our real jumping off place. The 600-mile jaunt round the coast we regarded in the nature of a trial trip — a test for our gear and stomachs. Trial trip it was, for with light head winds, and no winds at all, it took us ten days, even though we ran some 300 miles with a "gas" breeze, an experience which served to give me an insight into what was coming and served to limber up my vocabulary, as well.

On the way around we shook down to our sea routine. With a crew of seven we had three watches — two men to a watch and one man for relief, or emergencies. The skipper and Hartle worked the first watch, 8 to 4; Tony and Scotty, the middle; and Mackie and I worked the

morning watch. The commodore, Mr. Peck, relieved on any watch, and was, I think, about as hard worked as anyone aboard. In spite of all the caulking and gluing before we started, we discovered leaks everywhere in the decks. Every member of the crew seemed to claim one exactly over his right ear.

More overhauls, engine repairs, the rating of our chronometers, one of which was gaining at the prodigious rate of two minutes a day, and persistent visits to the Customs House about our clearance and payment of our pilotage dues, delayed our departure another ten days. Again to

Outward bound from Melbourne, May, 1927.

the clicking of cameras from Sydney news hounds, we slipped down Sydney Harbor, again on a Friday. Friday sailings had by now become a source of bitter controversy between the superstitious and non-superstitious members of the crew. Apparently, Friday was a fatal day, for as we got clear of the Heads we ran into a heavy southeasterly blow and cross sea. After plugging into it on our course for Lord Howe Island for some time we gave it up, eased sheets and ran away north to Broken Bay. There we put in a couple of days waiting for the southeaster to moderate, filling in the time by filling ourselves with oysters. Then, under engine in an almost flat calm, we ran down to Cape Barrenjoy. After the extensive — and expensive — "doing-up" which the "kicker" had had in Sydney, I thought my job was going to be a soft one. So when she was needed I dived down into the engine room, full of hope, to work all the new gadgets. I got two coughs out of her — then, dead silence. After two hours of toil and blasphemy, during which I extracted water from cylinders, plugs, magneto and every other available part, she condescended to take us into the basin. Cheered by this moral victory, I attacked the lighting engine and got it running, too. Both engines running together established a ship's record.

Next morning we were up at daybreak and got away for Lord Howe Island — 430 miles — with a fresh breeze astern. We soon had all the canvas on, including spinnakers. A few hours of this put us out of sight of land, our last look at Australia for many months to come. We were running too dead free for comfort, so we got topsail and mainsail off her and set the squaresail, making things more comfortable for the man at the wheel, but less comfortable otherwise. She wallowed, rolled gunwales under, and generally did everything possible and impossible. This soon had its effect on the crew, half of whom paid toll to Neptune in the approved style. In spite of discomfort we were reeling off the knots, and just about 4 o'clock on the third day out the Commodore sighted Mt. Gower, a 3,000-foot peak on Lord Howe Island. A couple of hours later we picked up Ball's Pyramid, a spike of rock rising 1,800 feet sheer out of the water, some ten miles east of Lord Howe Island. A wonderful landmark, Mt. Gower is visible for about 60 miles on a clear day. We were abeam of the island about 9 o'clock that night, but not daring to get too close in the dark, we hove-to for the remainder of the night. The run of 430 odd miles from the New South Wales coast had been made in 58 hours — pretty fast time.

Next morning at daybreak we ran down to the leeward side of the island. After I had had a few more words with the engine we felt our way in to an anchorage off Middle Beach. As we started to drag immediately after getting the hook down, we got it up again and went around into the next bay, dotted in a most unpleasant fashion with half tide rocks, and got an anchorage of sorts in a rolling swell. The entire population — so it seemed to us — turned out

Turning in two reefs in the main.

on the beach, and soon a whaleboat was manned and came out to us. We delivered the mail and dispatches we were carrying, and were piloted around to the other side of the island, and through the passage into a quiet anchorage in a lagoon — the same lagoon, incidentally, of which H. de Vere Stacpoole writes in *The Blue Lagoon*. Here, for ten days, we were entertained, and fed, and then fed again, for the islanders were determined to give us the time of our lives. The last yacht that had actually been in the lagoon

was Ralph Stock's *Wanderlust*, in 1910. They are still talking of her visit. For the next 20 years *Utiekah's* visit will probably be the topic of conversation.

We got away, after a very delightful ten days' stay, for Norfolk Island, a 490-mile run to the northeast. They gave us an extraordinary send off. Five or six dinghies and whaleboats turned out and escorted us through the reefs — rather wonderful for a little place with a population of about a hundred souls. We made another fast run from Lord Howe to Norfolk — just three hours over three days for nearly 500 miles — a quicker passage than that usually made by the monthly steamer, the prehistoric *Makambo*. At Norfolk we could not get into any harbor or lagoon, but had to anchor in the open roadstead on the leeward side of the island, in nine fathoms of water, rolling gunwales under. We looked at the passage into Emily Bay, where Ralph Stock lost the *Wanderlust*, but one look was enough; we wanted *Utiekah* to last us a bit longer. A huge surf breaks all around this pine-clad island and it is impossible to make a landing, except by whaleboat inside a small concrete breakwater. We got ashore for the afternoon only, so the rest of the time was spent in fishing. Fishing here was something too good to be true. Two of us one night, in less than an hour, got over a dozen fine fish, all five and six pounders. The islanders told us that we would get a quieter anchorage along the coast at the Headstone, so the next afternoon we jogged down under power to give it a try. From our experience, we cannot endorse the opinion of the islanders, for we nearly rolled the cabin top under in the ground swell that night. We had to keep an anchor watch here off Norfolk Island — we always performed this unpleasant duty religiously in open roadstead.

The third day at Norfolk our slant came, and came aplenty — a dead westerly, so much so that we put down

Looking out from a cave on the coast of Tonga Tabu.

three tucks in the main and got the storm mizzen on her before getting up the hook — some job with 45 fathoms of chain out. During breakfast Mark Mackie told us that he had dreamed he was sitting on deck with palm and needle, mending a burst mainsail. Reefing operations disclosed a couple of the seams gone for two or three feet where the ratlines had chafed the sail, and Mark's dream came true.

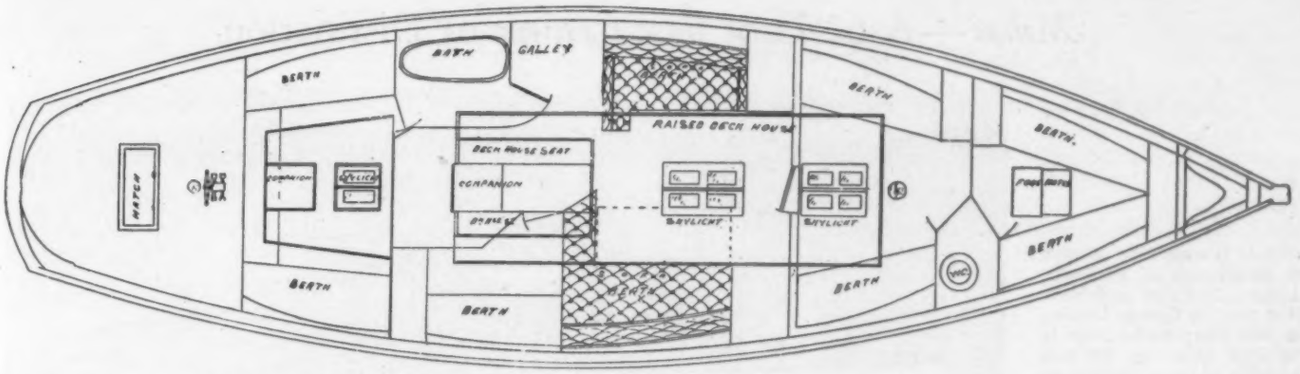
We cleared from Norfolk with three reefs down and the storm mizzen on her, but by evening even that was too much for her, so we shortened down for the night to mizzen and staysail. Next day off they came, too. We got the squaresail on her and carried it for the next four days with nothing more to do than occasionally trim braces or sheets. We were making 130 to 140 miles a day, too, though the squaresail had only 350 square feet of canvas. During this run she was very hard to steer, with wind dead aft and the seas on the starboard quarter and not true for two in succession. She would slide down the trough of a big one right off her course, spill all the wind out of her sail, and have to be yanked back on her course with wheel hard over — no easy job. During this run I got a vivid impression of the peculiar hiss a big sea makes when it runs up astern and drops aboard. I had just taken the wheel and had my eyes glued on the binnacle steadying on her course when I heard the swish, then crash, and in three seconds, three feet of water swept over her from stern to 'midship, making a shambles of the waterways and companionway.

Making Nukualofa, Tonga Islands, with a broken gaff.

Navigation during this run was no simple matter; though the sun very obligingly came out just in time for noon sights on the only two dull days, to get a horizon from the deck of a small yacht "doing her stuff" very thoroughly in a heavy, jumbled sea is no simple matter. Cooking was no jest either. It was a case of wedging one's self into the galley and grabbing the pots off the stove as they dashed past. About this time Scotty got a bad attack of "Navigationus Hydrophobus"; it broke out in an eruption of star sights during the middle watch, and he began to talk a weird jargon of "right mean ascensions," "parallel declinations," and so on. It got so bad that one night when the wind began to haul a bit ahead — 400 odd miles still to do to Tonga — all Tony could get in reply to his annoyed "Blast you, Scotty, trim the sheets; we're getting headed!" was "Uhuh," as Scotty kept on trying to transfix Venus with his trusty sextant and a not so trusty stop watch.

About our sixth day from Norfolk, when nearing the submerged Minerva reefs (the H.M.S. *Minerva* hung out a hurricane in their lee at one time), the wind began to haul more southerly and we could get main and mizzen on her again. We got jibing tackles on to the main boom, for the sea was still sheering her all over the place, and logged 178 and 186 for the next two runs. We thought that we were going to break 200 miles that time but on the last run we lost the wind for about three hours.

That night, with some 80 miles still to go to make Tonga, at midnight the skipper shook us awake up forward, remarking conversationally, "Get on deck you fellows, the gaff's just carried away." We tumbled into oilers, and on deck, to find the gaff thrashing round like a mad thing — carried away was putting it mildly. The head lacing had parted and the gaff had gone into three pieces at the peak strops. The ship scored first blood. Scotty, while endeavoring to curb the boom's activities with a lashing round the mizzen shrouds, received a clout on the skull and was dumped below with a diagnosis of concussion. To his extreme annoyance we would not administer brandy, as it was *not* the thing to do.



After a strenuous two hours we had the mess subdued and had her jogging along. We then sat in council discussing topsails versus engines, and decided for the "kicker." I went below to do my piece. A backfire proved my undoing, temporarily, but I got her functioning, and for the next twelve or fourteen hours, till we made Nukualofa, I sat up watching and holding her hand, in effect. We had sagged so far down to leeward during the fracas that our landfall next morning put us a considerable distance north of the passage for which we had been making, so we ran along the shore, past 20 or 30 miles of volcanic coast, with blow holes spouting to a height of 80 and 100 feet — a magnificent sight. We got into Nukualofa Harbor through Egeria Passage, about 15 miles north of the port. The last run of 1,100 miles from Norfolk Island had taken just short of nine days, and we had made our landfall dead at the end of it, so all hands, particularly the navigators, felt well pleased with themselves.

Here we picked up a comfortable mooring to one of the warping off buoys. A delay of several hours while we were being cleared by doctors and customs officials — and we

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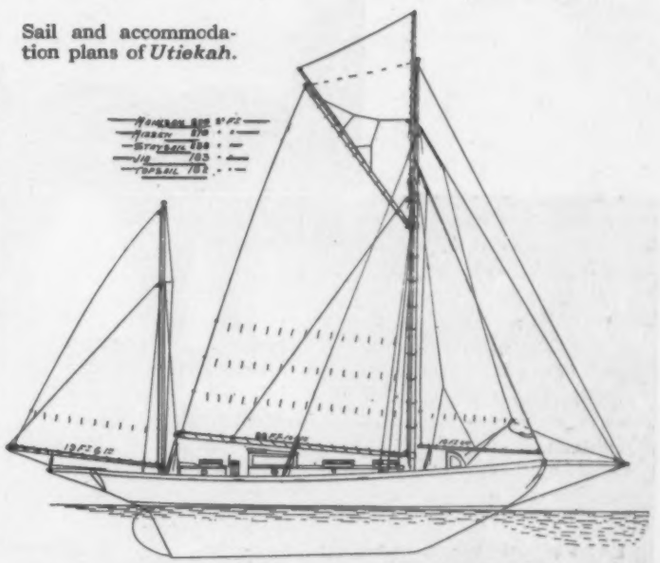
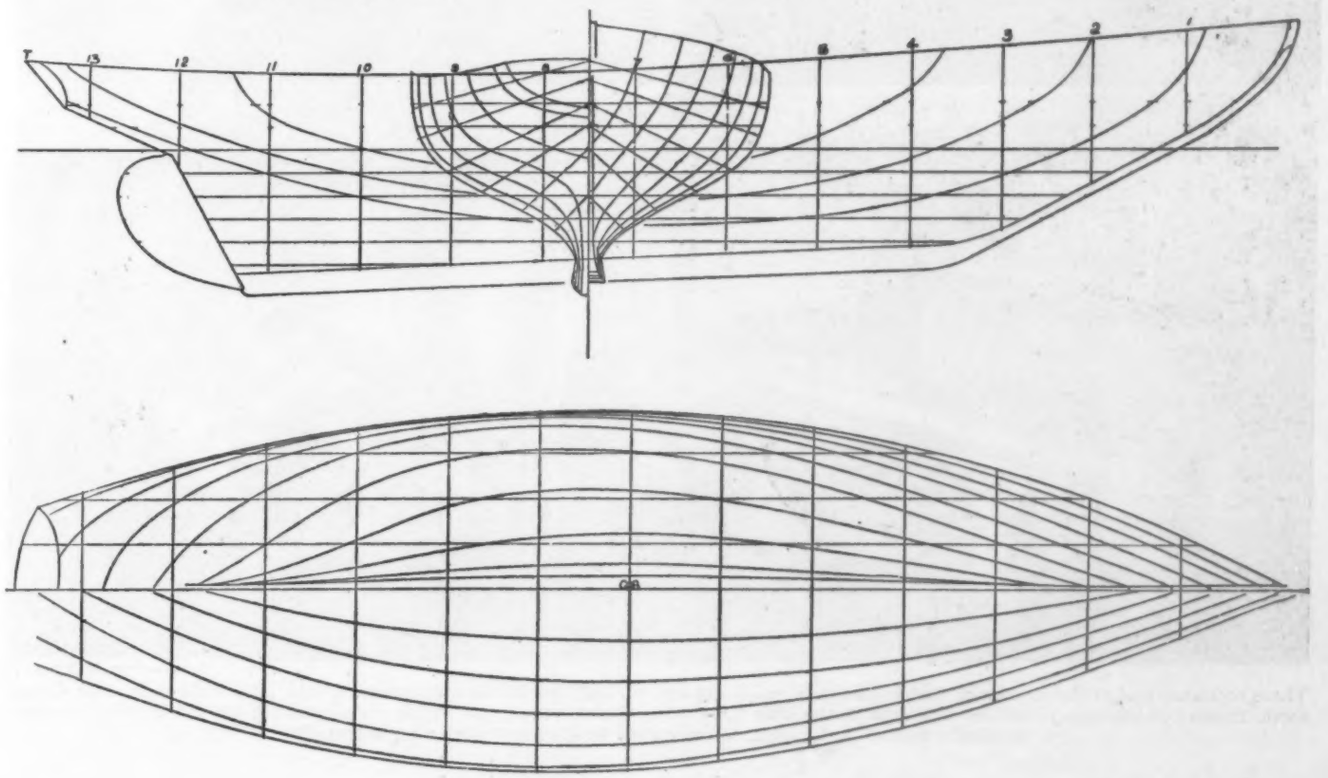


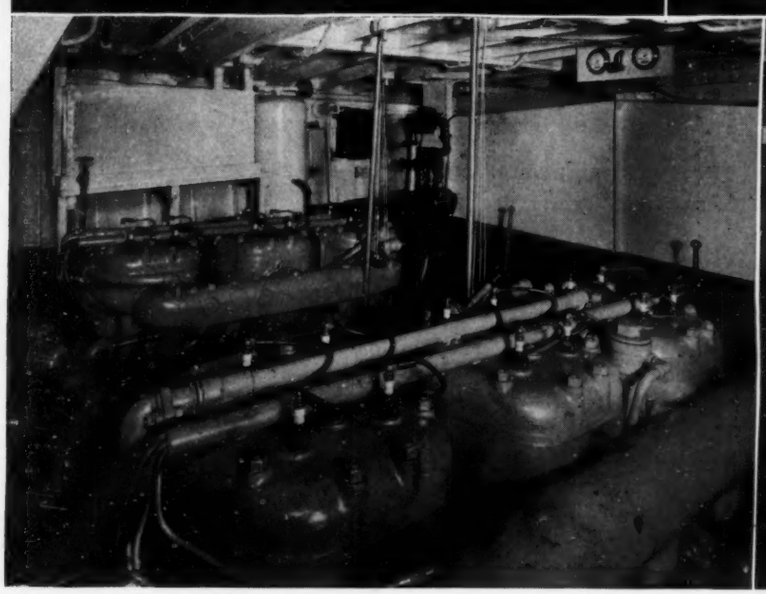
Sail and accommodation plans of *Utiekah*.



The lines of *Utiekah* show an able, easy model.

Mibar—A 62-Foot Fast Cruiser of Distinction

Mibar **is owned by Walter S. Hammons, of Portland, Maine. Designed and built last year by George Lawley & Son Corporation, she is 62 feet long, by 14 feet breadth of beam and 3 feet, 6 inches draft.**



Photos by M. Rosenfeld

These reproductions of the interior of *Mibar* show the roominess and comfort possible in a 62-footer. Above, left, is the deckhouse dining room, finished in mahogany, and, at right, one of the after staterooms. Below, left, is the engine room, showing the two Sterling Chevron 6-cylinder motors, and, right, stairway from deckhouse to owner's quarters aft.

Deep Water Sailing

Part II—Hull Form for the Ocean Cruiser, with a Discussion of Sterns and Ballast

By E. G. Martin

I MEANT to confine my remarks upon type to the first chapter; but while the form of the bow seems to be all-important, one feature in a hull cannot really be dissociated from the rest, and a good bow will not make things right when a ship has other features which are bad. The subtleties of midship sections are a subject too difficult for the amateur, but it is worth remark that the form which seems to give the easiest motion is that which has a deep easy turn to the bilge. This is typical of the West Country fishing smacks and Bristol Channel pilot boats, but not to the same extent of the French pilot boats. It is important that a vessel should not lay herself open to attack from below by throwing her whole bow clear of the water, and the same may be said of her bilge.

Chance, hove-to in Heligoland Bight. From a drawing by E. G. Martin.

Of sterns there are about five main types. These are the fully formed counter, the sawn-off counter which is typical of many American vessels, the square stern, the Scandinavian stern and the canoe stern. On the score of appearance, which in a yacht especially is most important, I think none can compare with a fine counter; and provided it is not too long this form of stern perhaps possesses more advantages than any other. It scores in deck space where space is often most valuable for working the ship; in allowing the main sheet block to be carried near the boom end, and in the length of side which it gives to the ship when she is being sailed really hard. Its chief disadvantage is that it is costly. *Jolie Brise* has a counter stern which is beautifully fair although it is quite short, and it never gave us any anxiety though we sometimes ran her before a very heavy sea. This stern, which is typically French, has in fact much in common with the sawn-off stern, the chief difference being that in *Jolie Brise* the arch-board is set at a less abrupt angle with the run of the ship.

The sawn-off counter I would place next. It has the advantages of the counter but gives rather less deck space, brings the main sheet block closer to the mast, and is perhaps less attractive in appearance, but that after all is only a matter of taste.

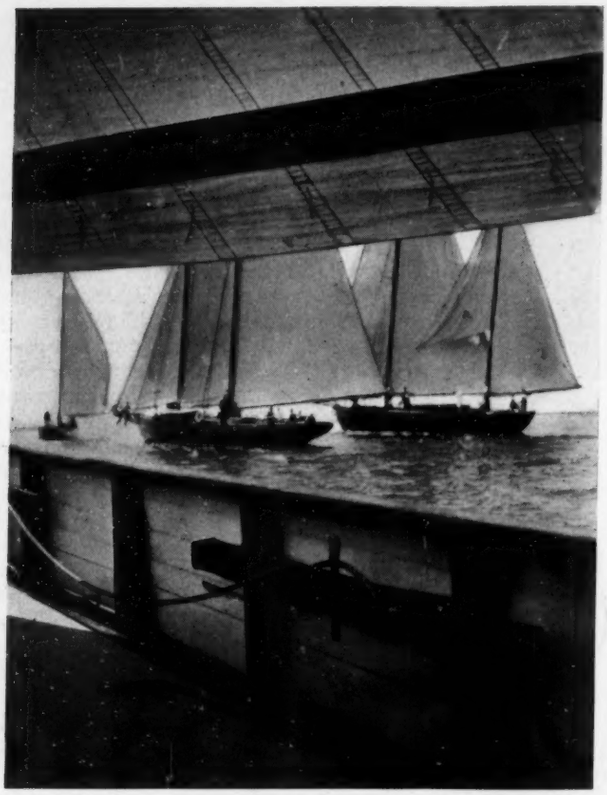
The square stern is found mostly in small fishing vessels in England and France and in larger sailing traders in Scandinavian waters. In England it is very popular in small yachts, and certainly it has many good points. It is strong, compact, and cheap; and I believe that a boat with a square stern is drier when punching into a head sea than she would be with a counter, for the square stern will settle more easily in the water when she lifts her bow up. Two fine square-sterned yachts for deep water work are *Tally Ho*, owned by Lord Stalbridge, the winner of last year's Fastnet Race, and *Chance*, a cutter 49 feet upon the water line. *Chance* was my first real sea-going yacht and I was enormously proud of her. She was a more powerful boat even than *Jolie Brise*, and I made a good many long passages in her. *Tally Ho* and *Chance* resemble each other in many ways, but *Chance* was the larger boat and had proportionally greater length and less displacement.

The Scandinavian stern, of which the canoe stern is really a development, behaves well at sea; but I think that the short side which it gives a vessel, the curtailment of deck space, and the impossibility of having a straight stern post on which to hang the rudder, are disadvantages.

The canoe stern has become fashionable, but generally looks heavy and is as costly as a counter, to which in some ways I think it is inferior. However, there is no hard and fast rule; any one of these sterns may answer very well, and which one is chosen must depend upon the general design of the yacht and the owner's personal taste.

Although *Jolie Brise* is the best all-round small seagoing yacht I have come across, in building a boat for deep water sailing I would not attempt to copy her. She is a splendid specimen of her type, but her chief characteristics are not those which I would choose. She has very great beam and depth for her length — 15 ft. 9 in. beam and 10 ft. 2 in. draft for a water line length of about 48 ft., and her normal displacement, which has been reckoned at about 55 tons, is enormous. When sailing in American waters, with all stores aboard, it was nearer 60 tons. Her sail area, 2400 sq. ft., is also large. She is, in fact, about the biggest boat which could possibly be built on her water line length, and that she sails so well and is so very handy speaks wonders for the genius of old M. Paumelle, the famous builder of Havre pilot boats, who designed and built her. It is, no doubt, this massive compactness which makes her so comfortable in bad weather. I love her for it, and do not believe that any other type could equal her in this respect. Nevertheless, I think that a long hull of rather light displacement and with fine ends, which can be driven with a small sail area, probably makes a ship which is lighter to work.

The square-sterned *Chance* was in every way as reliable a sea boat as *Jolie Brise*, and her dimensions were, water



High bulwarks make for comfort on deck. Those on *Jolie Brise* were 24 inches in height.

line, 49 ft.; beam, 13 ft. 4 in.; draft, 7 ft. 5 in.; displacement, about 35 tons, as compared with *Jolie Brise's* 48; 15 ft. 9 in.; 10 ft. 2 in.; 55 tons displacement. *Chance* was not so comfortable, but was more easily driven and capable of higher all-round speed in fresh winds. In light winds *Jolie Brise* would have things all her own way unless *Chance* were given a larger sail area than she ever had for cruising.

When a yacht is hove-to in a heavy sea, and is making scarcely any headway, it probably matters very little what shape her ends are, provided that they are buoyant and do not pound; but when she is being driven I believe that a long hull, with fine ends and all the weight concentrated amidships, makes the finest sea boat. A full bow may look powerful, but it is useless if ballast has to be carried far forward in order to put the ship in proper fore and aft trim. *Chance* had a very long fine bow and we took the greatest pains to keep all weight out of it. It was most remarkable that she would never pitch heavily and would stand more hard driving against a head sea than any vessel I have been in.

It goes without saying that the ends of a hull must balance each other. Many craft which have nice bows are spoilt as sea boats because their quarters are heavy and make them bury their bows when they are driven. There is also, I think, another great reason for having fine lines aft. The ship with a clean run raises no quarter wave, and I am convinced that when a vessel makes trouble when running before a heavy sea, nine times out of ten it is her own quarter wave which is the cause of the mischief. The quarter wave disturbs the regularity of the oncoming sea and causes waves to break when otherwise they would pass harmlessly by. *Jolie Brise* has an exceptionally long fine run, and makes no appreciable wave when running; but nevertheless we found that whenever a following sea began to cause any anxiety we had only to reduce her speed and sailing became easier at once. I can only suppose that this was because the disturbance which the ship made in passing through the water was reduced.

I have noticed that yachts designed and built especially as "deep sea cruisers" are often particularly tubby. Some people seem to think that if a boat is deep, broad, and has huge freeboard, she will be a fine sea boat. Length, the most important feature of all, is disregarded. This may be because people want to get the biggest boat possible for their money, and length is the dimension which raises the cost most quickly; but these unwieldy and unsightly sea-going tubs have no good quality, other than cheapness, which a finely modelled yacht does not possess, and in general behavior they are most inferior. Harmonious proportions, a fine balance and fair lines are characteristic of every fine ship, no matter what the purpose for which she is designed. Given normal stability, if there is one feature which will enable a ship to withstand hard driving more than any other, that feature, I believe, is length. My ideal ocean cruiser would be a long, lean, ship.

Generalities are seldom wholly true, but I think that the statement that the proportion of beam to length and draft increases with the average smoothness of the waters in which any given type of vessel is designed to work, holds good as far as European waters are concerned. Short, heavy, beamy craft sail very well in smooth water, and they will go crashing finely along through a short little steep sea such as is found in estuaries and fiords. But the sea must not be big enough to throw them about. Most of us have had the dismal experience of trying to get to windward in some boat which "jumps twice into the same hole." With a really long ocean sea, over which she can sail, taking each wave leisurely as it comes, a broad boat will behave well enough; but only for so long as she is practically end on to the waves. Given a beam sea the broad boat is both less comfortable and, as I believe, less safe.

In ocean sailing a vessel may often be situated upon the side of a steeply sloping surface of water. Everyone who has lost a boat hook overboard knows how it still remains perpendicular even when it is on the steep side of a wave; but a flat plank, even if it were weighted to a proportional

Jolie Brise, showing sections.

amount on the mid line of its under side, would float at practically the same angle as the side of the wave. These are extreme instances, but the principle holds good for boats. The deeper and narrower a yacht, the less will her motion be affected by a big beam sea. The curve of stability of any good sea-going cruiser presumably goes on rising until she is heeled to a horizontal position; but with any boat which has not this curve it must be remembered that the heeling, which is due to her floating upon a surface higher upon one side of her than upon the other, must be added to that caused by the wind. The force of gravity acts vertically, and not at right angles to the surface upon which she is sailing, and the result may be that when she is on the side of a wave she will reach an angle at which she is perilously near capsizing. There is yet another factor—one which seems to me to introduce the gravest risk of all—and that is momentum. Everyone knows how necessary it is, in a sea-going boat, to secure the ballast so that it cannot possibly shift, and how when a vessel is knocked down upon her beam ends every movable thing is thrown down to leeward. It is momentum which does this, and in a broad shallow boat this momentum is greatest. Extremes in any direction are bad, but I believe that for deep water sailing, both because her motion will be easier, and because an easy motion in a cross-sea may be an indication of safety, a boat will be the better for having a very moderate proportion of beam.

Jolie Brise on the hard at Falmouth, showing long, fine run.

There is another reason for which I favor length rather than breadth. For a given cubic space, length provides more useful accommodation than breadth. For instance, if a cabin is needed for four, a space 14 by 10 can be arranged more satisfactorily than one which is 12 by 12; and all through a small ship it is generally more difficult to find the necessary space fore and aft than athwartships. Length, moreover, is most valuable on deck, for it makes it possible to keep the sails inboard; long bowsprits and overhanging booms can be avoided, and both are objectionable at sea in bad weather.

One other point which is much discussed is the proportion of ballast which may be put upon the keel of a sea-going yacht. The answer seems to depend wholly upon the design. As I understand it, it is chiefly a very low center of gravity which gives a vessel a bad motion, and provided this center is kept reasonably high, I cannot see that it matters whether the greater part of the ballast is inside or outside. A ship which has no inside ballast is far easier to keep clean under foot; but apart from any other reasons I would always like to have 15 or 20 per cent of the ballast inside so as to make sure of getting exactly the right fore and aft trim. In the case of a racing yacht a designer knows exactly the weights which she will carry when she is sailing; but, as we found in *Jolie Brise*, it is practically impossible to do this when a yacht is being prepared for a very long voyage, and it is most useful to have some ballast which can be trimmed in case of need. Inside ballast may also be invaluable should the ship become stranded, particularly if she is sailing in waters such as those in the Baltic where there is hardly any rise and fall of tide, and the depth depends a good deal upon the prevailing wind.

The concentration of weight amidships (longitudinally), is a principle which should be followed as carefully above deck as below, and in this respect I think the cutter rig has special advantages. I have noticed in American yachting literature that the expression "English cutter" is used with a meaning which is different from that which is implied by "cutter" in England. No doubt due to the early examples of our cutters which visited American waters, the term is used to mean something more than rig, and in America a long, rather narrow, heavily ballasted hull is still, I think, regarded as being typical of the cutter. At one time this, no doubt, was true as far as yachts were concerned; but not for about 40 years past. "Cutter," as we use the term, refers to rig only, and we have cutters of every conceivable model, both yachts and working craft.

It is generally considered that a cutter's mast should be placed from one-third to two-fifths of her length from the stem. In *Chance* it was 22 feet from the stem and her over all length was 52 feet. The consequence was that when she was hove-to under a double-reefed mainsail and reefed staysail (see sketch), and with her bowsprit run right in, the weight in her above deck was concentrated low down and amidships in a way which is not possible with any other rig. In *Jolie Brise* the mast was 18 ft. 6 in. aft from the stem—a good position; but I always thought that the only way in which her hull could have been improved would have been by lengthening her bow by perhaps four feet. This would have given her a mast position more or less similar to that of *Chance*.

Bulwarks are a feature which I think invaluable in sea-going craft. To a great extent, they have gone out of fashion in yachts; but it is a significant fact that almost all vessels which are used by professional sailors for deep sea work have them, and have them deep. In *Jolie Brise* they measured two feet from the deck to the top of the rail, and I think that no one who has sailed in her will forget the sense of security and the comfort which they gave on deck. Designers fight shy of bulwarks because it is difficult to make a vessel which has them as yachtlike

(*Continued on page 110*)

Fog Problems

Or The Virtue of a Bright Lookout

By ALEXANDER FORBES

URING July and August, 1927, a cruise in the *Black Duck* from Cape Cod to Cape Breton and back furnished two experiences which seemed to me highly instructive and whose lesson had at least one important element in common — a warning not to rely on the chart too completely for guidance in foggy weather. I have never known the government charts to show serious inaccuracies in the placing of the shore line. On the other hand, buoys,

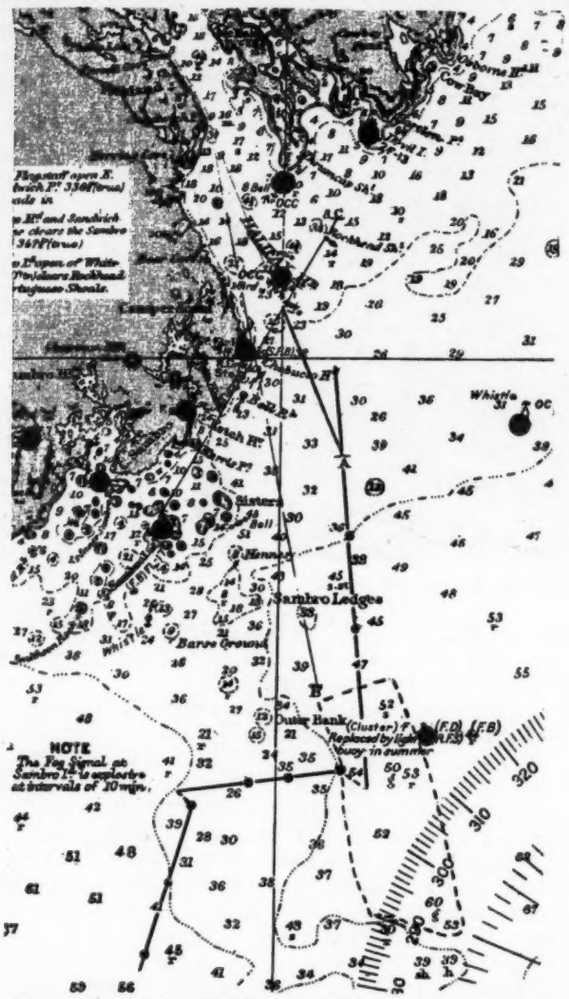


Fig. 1. Approach to Halifax; the solid line shows supposed course; dots show positions of soundings thereon. The broken line shows supposed limits of our position at the 51-fathom sounding.

which are variable quantities, may not be truly shown, and the navigator should bear this in mind. Soundings also should be regarded as far less certain than the shore line, for their accurate placing is much more difficult. Indeed, the wonder is that so many reliable soundings have been faithfully recorded. The navigator tends to assume that in an area on which no soundings are recorded the depth will not differ much from the nearest soundings shown. This tendency is risky, especially if the bottom be rocky and irregular rather than sandy and smooth. The danger in unguarded reliance on the chart as to both soundings and buoys is illustrated in the following incidents.

On Thursday, July 14th, bound from Wood's Hole to Halifax, we took our departure from Pollock Rip at 6:30 P.M., in a fresh southwest wind and fog, with a visibility of about 300 yards — the dramatic but unquantitative eye would have judged it 300 feet — and laid our course for Brazil Rock, off Cape Sable. The wind held with remarkable steadiness, and all the way across to the Nova Scotia coast we averaged nearly nine knots. At 4:15 P.M., on Friday, July 15th, the fog cleared for a few minutes — enough to afford a workable horizon to the west. Sights of the sun were hastily taken which gave a line of position nearly at right angles with our course and about 40 miles west of Cape Sable. Our dead reckoning by log placed us 18 miles farther east.

At 5:20 and again at 8 P.M., we hove to and sounded with a depth gauge, finding 66 and 40 fathoms respectively. We believed our log overread a little, but not as much as 18 miles in 190. A fuzzy horizon will cause an afternoon sight of the sun to place the line of position too far to the west. We were, therefore, prepared to assume an intermediate position between the dead reckoning and the line of position. On this assumption our 8 o'clock sounding placed us in an area between 10 and 15 miles southwest of Brazil Rock. With darkness coming on and the fog still thick, we hauled up to E.S.E. and held that course till after midnight to be sure of clearing all dangers. We then changed course again to E. by N. and ran slightly diverging from the coast line for the rest of the night.

At 6 A.M. on Saturday, the 16th, our dead reckoning placed us 50 miles or so offshore, with Halifax bearing N.E.½N., distant about 75 miles. In order to lay this course, we came about and ran off nearly before the wind with the booms to starboard.

A study of the charts of various scales showed that from Sambro Island, just west of the entrance to Halifax, a bank extends out to sea about south (magnetic). By our dead reckoning we should, on reaching 40 fathoms, be just west of this bank. Since the chart indicated no similar projecting bank on any other part of the coast, it appeared to afford an exceptional opportunity to verify our position with the depth gauge. The visibility was now about 400 yards and, with the wind a little stronger than the day before, we were driving shoreward at about nine knots. It was therefore desirable to find our position as accurately as we could. At noon we found bottom in 55 fathoms. Our dead reckoning showed us then not far outside the 50-fathom line. We continued, heaving to at recorded intervals and sounding, until at 1:20 P.M. we reached 36 fathoms. We then came about and began the maneuver of determining whether or not we were where we thought we were — at the western edge of the bank projecting southward from Sambro Ledges. To this end we steered E. by S. and continued our chain of soundings. If our dead reckoning was right we should find a slight shoaling of the water, followed by a rapid increase in depth to 50 fathoms. Either east or west of our supposed position we should find only a gradual deepening. The successive soundings on our easterly course gave 35, 39 and 51 fathoms. These three, taken with the 36-fathom

sounding preceding them, agreed so perfectly with what we expected as to leave little or no doubt in our minds that we were now somewhere in an area about one mile by four, lying, roughly, between six and ten miles S.S.E. of Sambro Island (Figure 1). We therefore came about again and at 2:30 stood in for Halifax, steering N. by E.¼E., a course which from any point in the above-mentioned area would fetch us clear of Chebucto Head, yet surely within sound of the diaphone. After three and one-half miles on this course we hove to and sounded, getting 37 fathoms. After sailing two miles more we sounded again and found 38. These soundings not only seemed to verify our dead reckoning, removing the last vestige of doubt as to our approximate whereabouts, but also narrowed down the possibilities, leaving an area of about one square mile only in which we could possibly be. Our position was surely three or four miles south of Chebucto Head! Here, on a zigzag course covering about 16 miles, was a sequence of eight soundings which agreed strikingly with the chart soundings along the track over which by dead reckoning we had come — a most satisfying verification. But when from the 38-fathom sounding, we had sailed another three and one-half miles N. by E.¼E., and still heard no sound of the Chebucto Head diaphone — which should have been less than a mile to the west of us — we knew that something was up. Our failure to hear the gun on Sambro Island had already surprised us, but this might be explained by the fact that it detonates every 10 minutes only, and that so brief a sound as a gun might be lost among the noises aboard ship, or the prolonged fog might have exhausted the supply of powder. But a diaphone close aboard should be heard without fail. Probably we were two or three miles farther to the eastward than we thought, and as the shore of Chebucto Head is bold and safe, we changed course to N. in order to close in on it more rapidly. Five minutes later a small fly came aboard, evidently a visitor from land not far away and certainly up wind from us. The water became noticeably smoother — more so than could be explained by the slight moderation of the wind. Again we hove to and sounded, this time finding 30 fathoms. We should have been in less than 23 fathoms and close to the shore. Not a murmur of surf, not an echo of vessel or land noise reached us. We concluded that we must be a few miles east of our supposed position, where a number of 30-fathom soundings appeared on the chart. Ten minutes later we changed course to northwest.

By now the wind was easing momentarily, and with lookouts ahead we had traveled cautiously 23 minutes more, our perplexity deepening all the while, when suddenly the fog lifted and a coast line, well studded with islands, appeared extending all the way from west to northeast. A mile or so to the north was a bell buoy with a line of breakers just beyond it. About two miles to the southwest was a whistling buoy. Feverishly we examined the chart of the coast around Halifax and tried to make the islands and ledges fit, but they wouldn't. An island with a lighthouse in the middle of it, five miles west of us, might well have been Sambro, but with that as a working hypothesis the islands and bays to the north of us made no sense at all. I then began searching the charts both east and west of us for a clue. One good look at No. 2130 (Hydrographic Office) solved the riddle. The islands fell into place like the pieces of a picture puzzle. The ledge with the bell buoy to the north was Horseshoe Ledge. North of that was the entrance to St. Margaret Bay. The island with the lighthouse to the west of us was East Ironbound Island.

It was now half-past four in the afternoon and the entrance to Halifax was more than 20 miles away. Our schooner was innocent of auxiliary and the wind promised to let go. The chart showed several good anchorages among the islands of St. Margaret Bay. We were of one mind what to do, and at quarter of seven anchored in the lee of Luke Island, off the mouth of Boutilier Cove.

It was an interesting matter to plot our track backward and see where we had been in reality when we took the various soundings. By simple measurements it was easy to establish the cardinal fact that for the run from Pollock Rip to our landfall the log had overrun between eight and nine per cent. Subsequent checks over measured distances at similar rates of speed confirmed this. The steering must

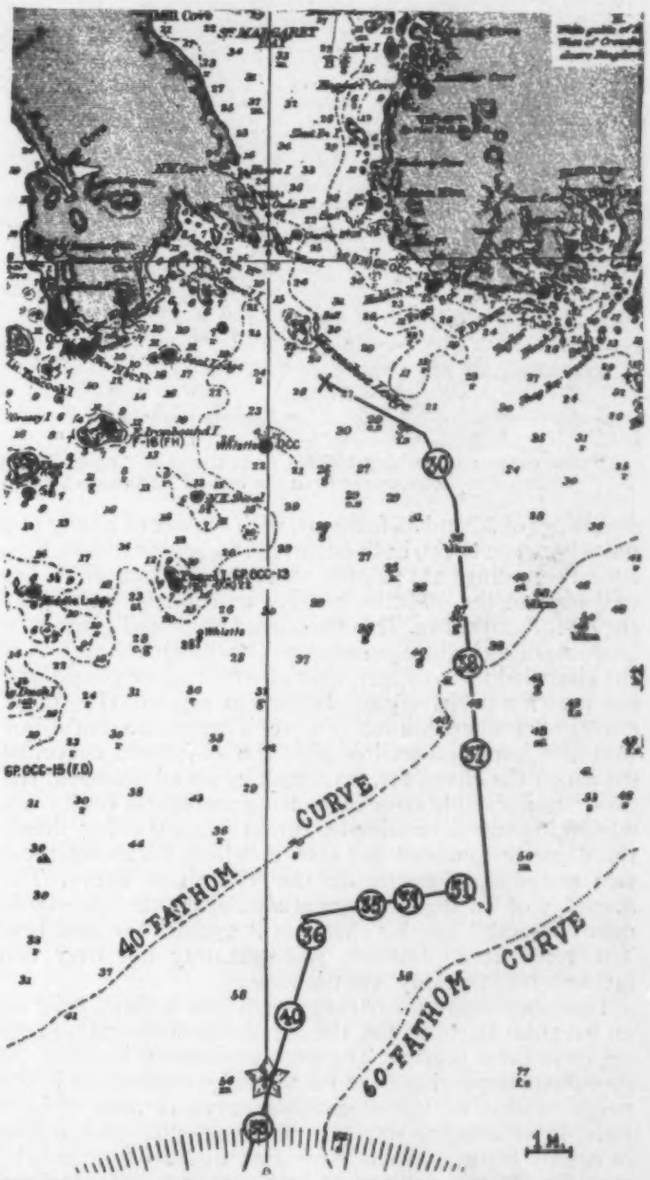
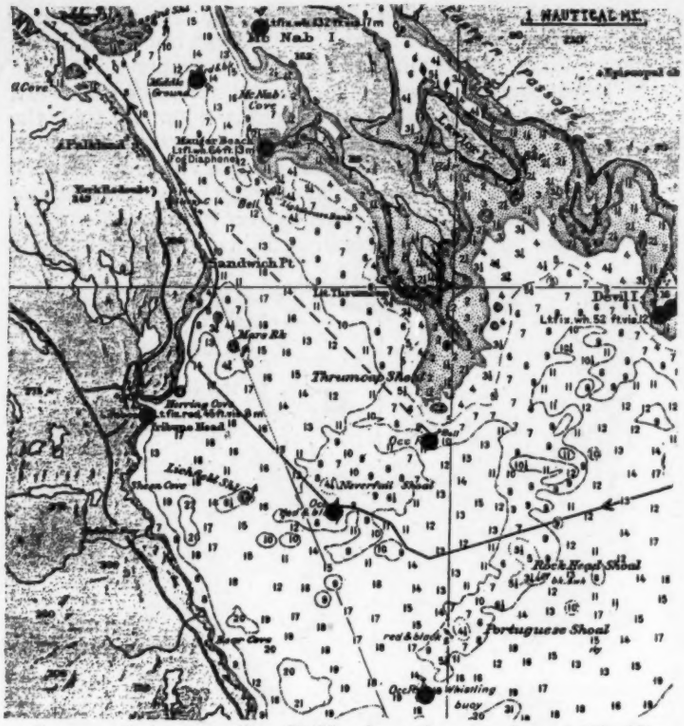


Fig. 2. Actual positions of chain of soundings. Position when fog lifted shown by X.

have been approximately accurate to have brought us where we were. I therefore plotted our courses in reverse from the point where we found ourselves when the fog lifted, deducting eight per cent from each log reading. This process, carried back for 24 hours, brought us at 4:15 on the previous afternoon to a point within half a mile of the line of position obtained by the sights of the sun at that time. Evidently, the horizon had been a good one in spite of the fog.

But another and more important fact appeared from this plotting. Referring to Figure 2, it will be seen that the



Course sailed approaching Halifax from the east, August 9th. The broken line shows course from the bell off Thrumcap Shoal.

soundings of 36 and 35 fathoms, with a space of nearly two miles between them, both occurred in a region in which no actual soundings are printed on the chart, but which lies well outside the 40-fathom curve and indeed quite near the 60-fathom curve. This uncharted bank had given us a long line of soundings agreeing so closely with those which the chart led us to expect, that at 4 o'clock we considered our position positively established at a point 17½ miles due east of where we really were. There is no doubt but that this bank lies well outside the 40-fathom curve, as shown on the chart, for, even making an allowance of the maximum possible error in plotting our course back from our accurately determined position when the fog lifted, the extreme limits of the area in which we found these two soundings lie outside the 40-fathom curve. The accuracy of the depth gauge at similar depths was subsequently established by checking it against the lead line. The error at 35 fathoms was certainly not over two fathoms and possibly less than one.

Probably many uncharted ridges and hollows exist on an irregular bottom, and the likelihood of deception arising from them is great. The average distance between the soundings appearing even on the large scale chart in the neighborhood of the 40-fathom curve is more than a mile. If we imagine trying to make a topographical map of a hilly country, such as we find in New England, by sounding from a balloon at intervals of a mile, and unaided by vision, we can conceive of irregularities amounting to several fathoms escaping detection. This consideration alone should suffice to indicate the need of caution in determining position by soundings.

The second incident which pointed a similar moral occurred when, after cruising around Cape Breton to Ingonish, and back through Bras d'Or Lake, we returned to Halifax. With light head winds and persistent fog, it had taken us three and a half days to cover the 60 miles from Canso to Ecum Secum. On the morning of August 9th, with a light southeast wind and no fog in sight, we made an early start in hope of making the remaining 70 miles to Halifax that day. The run was a good one. The wind increased during the day, and by 4 o'clock in the afternoon we had left Jeddore Rock well astern and were coming down the home stretch at eight and one-half knots. The barometer was falling, the wind increasing and the clouds getting darker to windward. About quarter past five heavy rain began, and the wind, which had been on our beam, headed a point or so.

The course was clear to the bell buoy off Thrumcap Shoal and from there a straight course N.N.W. would take us to the bold west shore of the harbor entrance between Sandwich Point and Northwest Arm. There was no hint of fog, but with the heavy rain obscuring vision, it seemed wise to play safe on Thrumcap Shoal, which lies between the bell buoy and the shore east of the harbor entrance. We steered to pass half a mile to windward of the bell. Just before 6 o'clock, Devil Island, lying two miles east of Thrumcap Shoal, was visible about a mile and a half away to the northward. We noted the log reading when this was abeam, although with a visibility of nearly two miles we anticipated no trouble whatever in picking up the bell buoy. When we had run all but half a mile of our distance, a thick fog suddenly shut in without warning. The bell should be well to leeward of our course, but fearing the shoal and not knowing how much leeway we might have made, we held on until we had overrun our distance nearly half a mile. Then we changed course to N.W. and then to N. by W. The whistling buoy, which lies two miles S.S.W. of the bell, was then heard bearing apparently S.W. by S. From this it appeared that we had not passed the bell after all. We therefore changed course back to northwest. Presently, hearing a bell on the port bow, we hauled up toward it and passed close enough to take an accurate departure. We then headed N.N.W. for the harbor entrance. The man at the wheel then asked me if it could be any other buoy. I answered, "No, this is the only bell anywhere round here," being so assured by a study of both the large scale chart of Halifax Harbor and the chart covering this section of the coast on the next largest scale (Nos. 147 and 2129). We proceeded in perfect confidence that in about two and one-half miles we should pick up the bold shore to port; but we peeled our ears and kept lookouts forward.

Hauling in the depth gauge, hove-to.

When we had logged about a mile and three quarters from the bell, the lookout saw breakers through the fog on the port bow and dead ahead, not more than 250 yards away. The wind had moderated, so that it was an easy matter to jibe. We changed course to N.E. in order to keep the shore line in sight. In a few minutes breakers appeared on a lone rock dead ahead. This evidently was

(*Continued on page 120*)

The 1927 Canoe Racing Season

Happenings in the American Canoe Association Last Year and Plans for 1928

By LEROY WILLIAM HUTCHINS

IN a review of canoeing during the season of 1926 I questioned whether the somewhat feverish happenings should be diagnosed as "growing pains" or a "last fling." Now, with reports of the 1927 season before me — the patient exhibiting a good appetite and a sense of humor — like more learned doctors, I take no chance in naming those 1926 spasms growing pains. There isn't the slightest doubt that the 1927 season far surpassed that of 1926 — and that all indications point to even more interest in 1928.

The 1927 annual A. C. A. Regatta went back to Sugar Island, but its hegira to Lake George the year before seemingly did it good, for the attendance was the best in years. In New York a regatta held in Central Park under the direction of the Atlantic Division of the A. C. A., cooperating with the Department of Parks, aroused much enthusiasm and the victorious team from this regatta was invited to be the guest of Toronto at the international regatta there. A marathon race was held around Manhattan Island; in Chicago, double-blade races were held for the first time; activity was started among canoeists in Florida and California; and steps have been taken to enter the Olympics in 1932.

At Sugar Island the expectations for a larger fleet did not quite materialize, as the many new boats in the 16 by 30 Class were completed too late to attend. The two outstanding contestants for honors were Hilding Froling,

A. C. Ebbesen in *Blackhawk* nosing out *Red Chief* in the Columbia Canoe Club's annual championship race.

Hilding Froling in his new 17-foot canoe in which he won the A. C. A. Challenge Cup and the Paul Butler Trophy.

sailing a boat 17′ by 38″, designed by himself but owned by Mr. Lux, and Fred Wolters, Jr., sailing the old *Mab*, built in 1895. Froling captured the Championship Trophy, winning first place in each of the three heats, with Wolters next with three second places. Froling also carried off the Paul Butler Trophy, but Wolters won the *Mab* and *Mermaid* trophies and the Gardner Cup. For the first time in many years Leo Friede did not participate in any of the races, his boat, the *Mermaid*, being sailed in various races by Walter Shalle, Kenneth Friede and "Alf" Ebbeson.

"There is no doubt that Froling outclassed us all with his larger boat," says H. Dudley Murphy, "and there was some feeling that this was due to the additional size and sail area. I am positive, however, that this opinion is in error, because on the reaches and runs he did not travel as fast as the *Mab*, the *Nymph*, sailed by Robert Conger, or the old *Damosel*, which I sailed myself. His gains were always made on the windward work and were due to the perfect balance of his rig and the clock-like perfection of all his equipment. In the last race Froling sailed the *Damosel* and I sailed his boat. On the two-mile beat to windward I easily led the fleet, turning the mark perhaps 50 yards ahead of Froling, who passed me on the run home, leading about two lengths at the finish. If Friede had sailed *Mermaid* a much better line could have been obtained as to the fairness of competition between the two types, but I am satisfied that the larger craft, with the present penalization of sail area for additional length, has no advantage over the 16 by 30 boats.

"There is, however, one grave fault with our rules that should be rectified. Our mainmast, carrying two-thirds of our total sail area, is stepped so far forward that a hard puff of wind buries the bow. The rule says we may not carry more than two-thirds of the total area *on one mast*. A jib and mainsail rig would bring the center of effort further aft and be a vast improvement. Whether or not a jib of one-third total area would work I don't know — but I do know that in 1909 and 1910, when we carried 112 square feet, I carried a gaff mainsail of 85 feet and a jib of 27 feet and finished first in nearly every race against two leg of mutton sails of 70 and 42 feet, respectively; and it was an easier rig to carry than my present one of 90 feet."

In Chicago more interest was evidenced in racing, particularly in the decked sailing canoes, than for some years. The new waterfront developments there will give more accommodation for canoes and the prospects for a bigger fleet for 1928 are good. "The canoe paddling sport

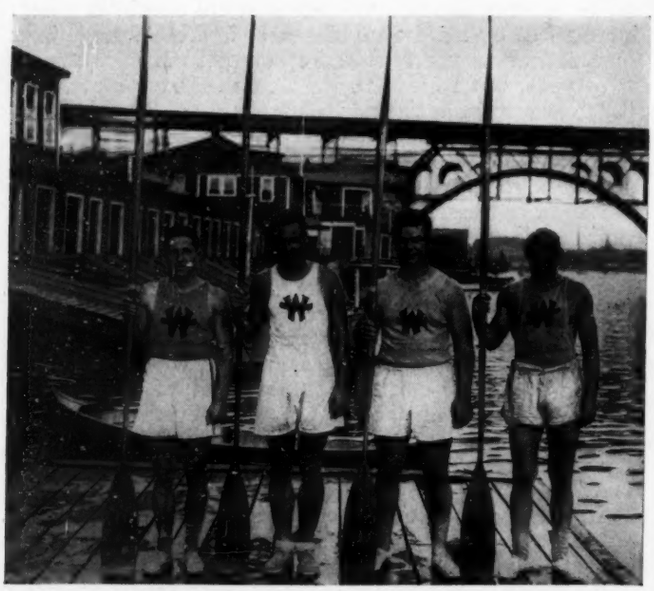
received a decided impetus this year," writes A. C. Ebbeson. "At least four new 'peanuts' appeared in Chicago. Interest in the racing class at the end of the season was at fever height. Double-blade racing in the racing class was given a place on the program for the first time. It made a decided hit and has won a permanent place on future programs."

In Washington two large regattas were held. The Delaware-Chesapeake Division of the A. C. A., which did not have a regatta last year, held its 1927 regatta on July 24th, with the Potomac Boat Club as host. Crews from the Eastern and Atlantic divisions were present and an unusually fine lot of trophies was gathered together, including another Sir Thomas Lipton Cup for the team achieving the highest number of points, permanent possession of this trophy to go to the club first winning it three times.

Then, on August 6th, the Middle States Canoe Racing Association held its championship regatta at the Washington Canoe Club. This was attended by seven clubs, with a total of 84 competitors. A. Earle Weeks, commodore of this club, writes: "The junior races were especially encouraging as the entry list was very large, most of the events having more than 10 entries. *Large Junior entries are positive signs of advancement in the sport.*"

And J. W. Burch, a Delaware-Chesapeake member at Washington, writes: "More men in different clubs are learning right methods of racing paddling and are being supplied with more and better racing equipment so that it is noticeable that the honors in regattas are being more widely distributed each year."

There were two outstanding features of the 1927 season in New York as far as paddling races were concerned. Last June the A. C. A., cooperating with the Department of Parks, put on the Central Park Regatta on one of the lakes in Central Park. Crews from many parts of the country were present. The Washington Canoe Club walked — or rather paddled — off with the honors and, as a result, were invited to represent the United States at the international regatta to be held in Toronto on Dominion Day. To quote Mr. Frank Baldwin, who was chairman of the regatta committee: "From a racing viewpoint the Central Park affair was an eye-opener to the general public, particularly as to the speed and action that can be developed in so frail a craft. I am getting



The famous Washington Canoe Club Double Blade Four. Left to right: J. F. Larcome, K. M. Knight, C. W. Havens, H. T. Knight.

Single blade tandem of the Washington Canoe Club: E. S. Shepard and Marc Fore.

many requests from outsiders about the canoe and have signed up more than 50 new members to the A. C. A. since this regatta."

The other feature was the "Around Manhattan Marathon" and I quote Mr. Baldwin again on this. "Everybody interested in the canoe, and many others, are still talking about that wonderful marathon. There were 97 registered starters and many others who came in at the last moment. The start was very impressive as the line reached half way across the Hudson. You never saw so much water flying as there was for fully 30 seconds after the firing of the starting gun. Piers, bridges and vantage points along the route were crowded. The newspaper men were amazed at the way the canoes negotiated the rough water encountered at times, when their sturdier boats were plunging and rolling, and not a single accident in the full five hours, eleven minutes and ten seconds of the trip. Fifty-one finished the full route of 29½ miles. I think the last two-mile procession down the Hudson was the most impressive 15 minutes a canoeist ever had the luck to witness. As the leading canoes, surrounded by the official boats and the press tug, came out of the Harlem into the Hudson they were met by hundreds of canoes and launches, and the two police boats had a hard time making a path for the eventual winner. As he crossed the finish close to the tug, whose upper deck was lined with movie cameras, all the boats within hearing let go their whistles and sirens, and the crowd on the point cheered."

The canoe sailing season around New York was marked by less interest among the old sailors, perhaps, but by much enthusiasm and interest among a group of new sailors — another encouraging sign of growth. Friede and Wahl, the champion and runner-up of other years, did not do so much racing. But several new men did sail in a number of races — the Elliott Trophy, the Island Canoe Club Race, the City Island Yacht Club Race and the Y. R. A. of L. I. S. For most of the races the weather was heavy and the new men did very well. The Seawanhaka Yacht Club had a number of new boats built but they were not ready until almost the end of the season. A new boat, the *Whitecap*, belonging to Bill Lux, was designed by Hilding Froling and built by Victor Slocum, as was also the boat built for Rolf Armstrong, late in 1926.

As to 1928, Walter Shalle, who has been given the job of handling the Atlantic Division sailing races, writes that prospects are fine. There will be the usual Elliott Trophy Race and the weekly Y. R. A. events; the City Island Yacht Club is expected to put up a special prize for a series of races; it is hoped that the Coney Island

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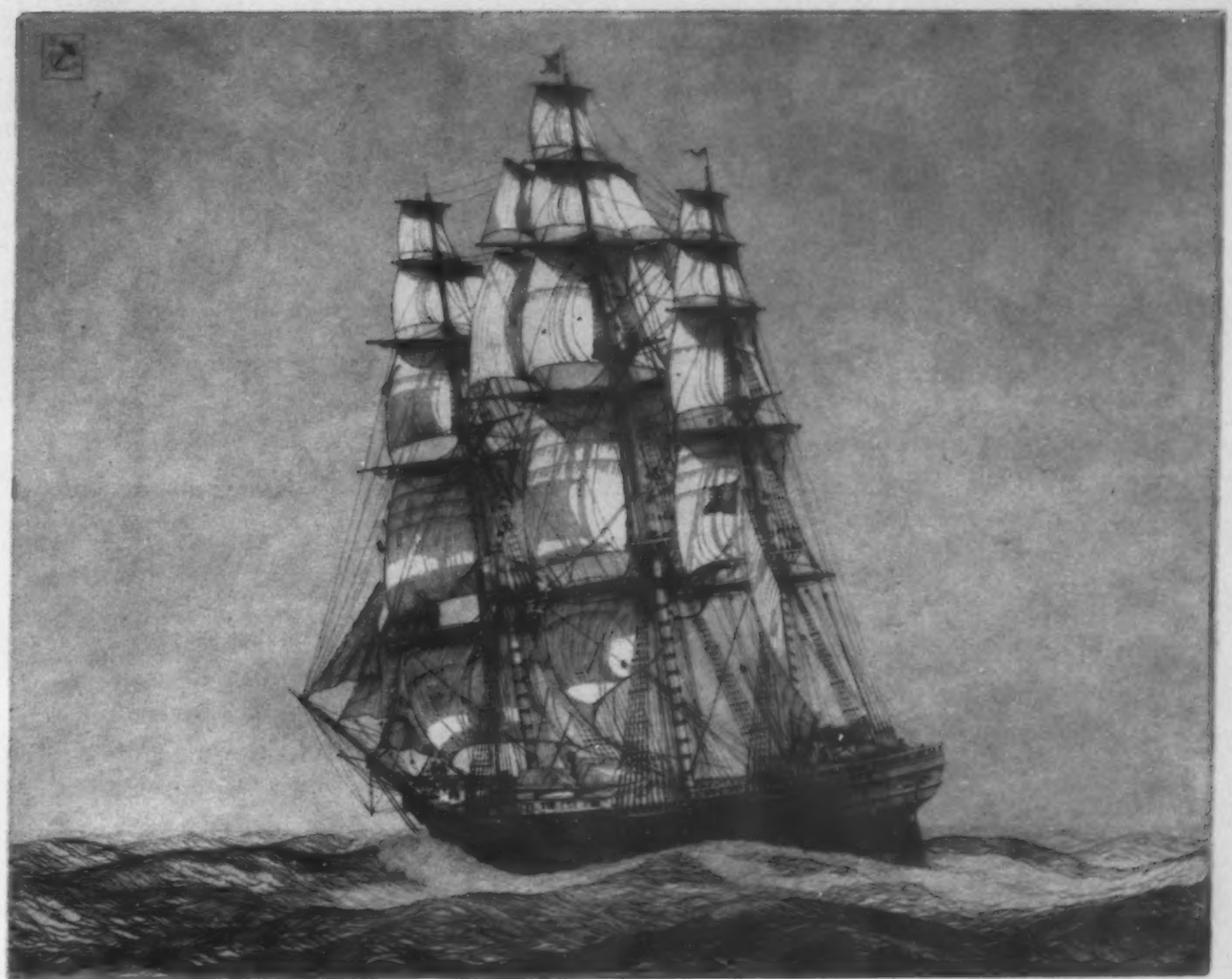
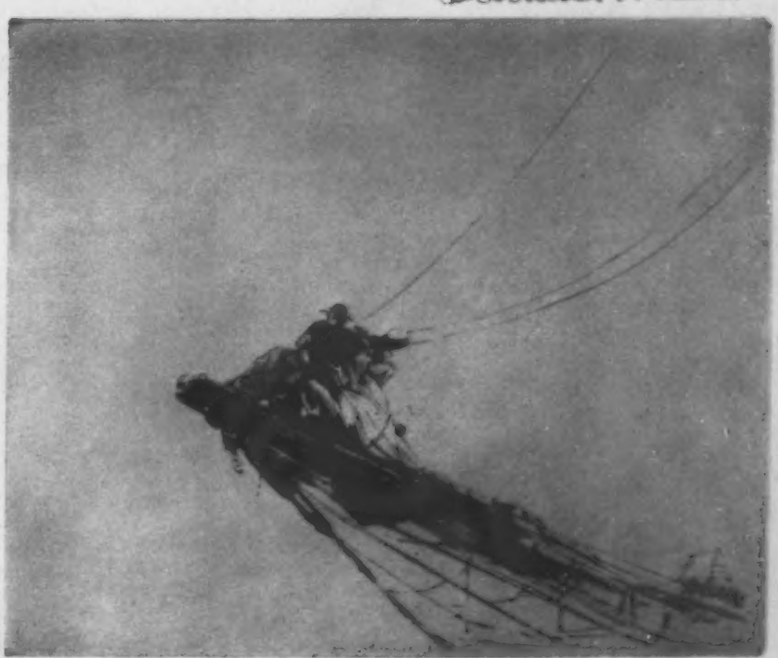


When America Was Supreme.
(Clipper Ship 'Flying Cloud' 1851).

Burnell Poole

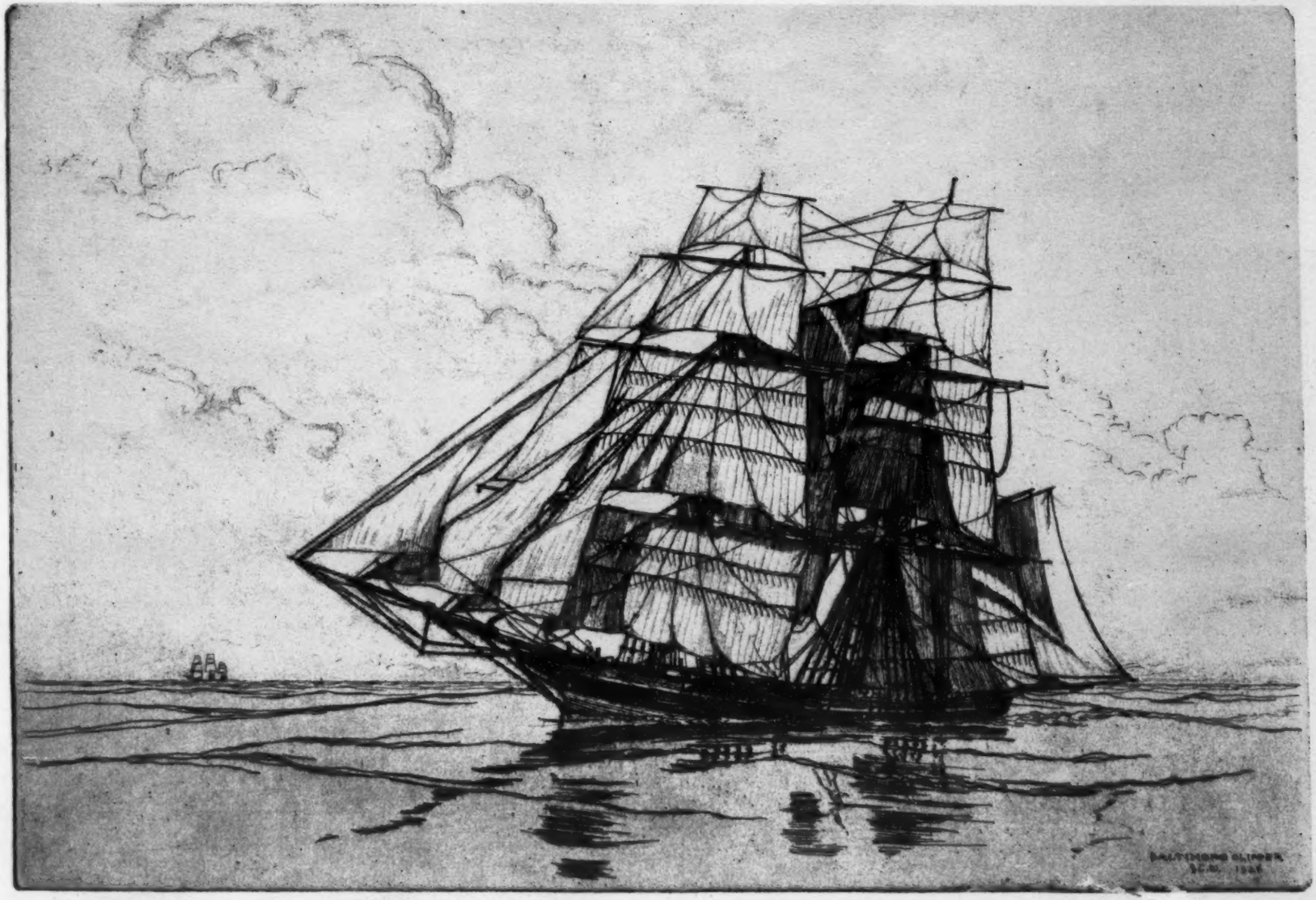


Repairing

Courtesy of Schwartz Galleries

SOME ETCHINGS OF THE SEA.

From (above) the work of Burnell Poole, whose spirited picture of the *Flying Cloud* is a real contribution to American marine art, and (at right) "Repairing the Jib," a fine example of the delicate work of Philip Kappel.



BALTIMORE CLIPPER.

From an etching by George C. Wales.

One of the small early clipper brigs, for which Baltimore was famous, fanning along through a calm with the upper sails doing most of the work.

The Rescue of the *Resolute*

How an American Whaleship Salvaged a British Naval Vessel in the Arctic

By Rear Admiral Elliot Snow, U. S. N. (Retired)

The *Resolute* fast in the ice in which she drifted 1200 miles until found by the whaling bark *George and Henry*.

FEW events in the marine annals of England and the United States are so deserving of permanent record, and frequent resurrection to memory, as the recovery and restoration to England of H.M.S. *Resolute* and its sequel, the presentation of a desk made from her timbers to a President of the United States, by Queen Victoria.

The *Resolute*, together with the *Intrepid*, naval vessels of the expedition sent to search for Sir John Franklin, became ice bound not far from Beechy Island in the Arctic, and the former was abandoned at 7 P.M., May 15, 1854, by order of Sir Edward Belcher, in command of the expedition. In preparation for this abandonment, only absolute necessities were removed. The pilot jack (code flag D) was hoisted at the fore topmasthead, and the red ensign and pendant displayed that, "in the event of her being obliged to 'knock under' to her icy antagonist, she might sink beneath the wave, as many a gallant predecessor had done."

Additional preparation was made by having the ship's carpenters caulk down the gun room skylight and all companions and hatchways. One-half of the main hatch was left open until the last moment. Captain H. H. Kellett dined with all hands in the darkened gun room, and after supper the carpenter and his crew prepared to close the remainder of the main hatchway. At 6:15 P.M. Captain Kellett inspected the lower deck, the holds and, after drinking a glass of wine to the old *Resolute* and her crew, the lower deck was cleared for the last time and the main hatchway secured. Exactly at 7 P.M. the four sledges, commanded by Captain Kellett, Commander M'Clintock, Mr. Roche, mate, and G. F. McDougall, master, moved in the direction of Cape Cockburn, named after the man under whose order the White House at Washington was burned forty years before in the War of 1812. After proceeding a quarter of a mile all sledges halted, unharnessed, and gave three cheers for the *Resolute* and *Intrepid*.

Captain James M. Buddington, of New London, who rescued the *Resolute*.

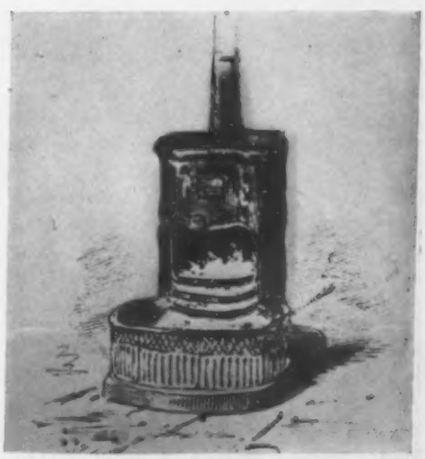
The *Resolute*, thus left to her fate, with not a living soul on board to regulate her movements, drifted 1,200 miles and, although hard pressed by the ice for many months, she was discovered in Davis Strait, September 15, 1855, by Captain Buddington, of the American whaler *George and Henry* and found to be staunch and seaworthy. By the efforts of Captain Buddington and his crew, who approached the *Resolute* in boats dragged over the ice, she was extricated and taken to New London, Conn.

The following account of the finding and manning of the *Resolute* is taken almost verbatim from the *New York Herald* of December 27, 1855:

On the 29th of May last, the whaling bark *George and Henry*, Captain James M. Buddington, set sail from New London coast, on a voyage to Northumberland Inlet and Davis Straits. The bark was manned by a crew of 17 men, including the first and second mates. On the 14th of June, and while in latitude 54° N., Captain Buddington encountered, quite unexpectedly, large fields of ice, through which he dared not penetrate. However, wishing to arrive at his destination as soon as possible, he followed the edge of the pack, as far as latitude 67°. As the ship was much damaged by the floating ice, Captain Buddington concluded to wear out the season here, and accordingly the crew were employed in catching whales in and about Esco Bay, with only tolerable luck, however. The floes are represented as being very extensive, stretching far to the north, and completely blocking up the channel to Davis Straits. From the masthead of the *George and Henry* nothing could be distinguished but masses of ice.

On the 20th of August, and while off Cape Walsingham, in lat. 67° N., the ice became, to a certain extent, penetrable, and the bark was forced through it in a southwesterly direction for about 150 miles. At this time a heavy gale from the northeast sprang up, which lasted three days, during which the *George and Henry* became unnavigable, and drifted in the floe in a southwest direction. Captain Buddington saw land, but could not say to what continent it belonged.

On the 10th of September, lat. 67° N., and, while in this field of ice, Captain Buddington discovered a ship in the distance, bearing northeast, about 20 miles from Cape Mercy. He ascended the rigging of his craft, and, looking at her through the glass, pronounced her, from her appearance, to be an abandoned vessel. The stranger appeared to be heading due east, and during the whole of that day and the one following, the course of the ship did not vary more than a point or so from the east. "We



Cabin heating stove in the captain's cabin of the *Resolute*.

kept gradually nearing one another," as Captain Buddington says, "although I could not exactly say what caused the thing to come about, except, perhaps, the ship may have been struck by a counter current from Davis Straits, and driven towards us in that manner. For five days we were in sight of one another, and continued to drift towards each other." On the sixth day after making the discovery, and when the ships were about seven miles apart, Captain Buddington ordered his two mates and two of the crew to proceed to the abandoned vessel across the packed ice, and, after inspecting her, to return to the bark as soon as practicable.

Soon after the departure of the party a southeaster sprang up, and, in consequence thereof, no communication was had with those on board the ship for two days. As soon as the wind subsided, and it was safe for the party to retrace their steps, they left the ship, and, after a tedious and hard march, arrived on board the bark. They immediately represented the facts to Captain Buddington, saying that the abandoned vessel was Her Britannic Majesty's ship *Resolute*.

The *Resolute* being entirely free of water, preparations were made to bring the ship to the United States. Captain Buddington decided to sail the vessel himself, and accordingly, taking eleven men with him from his own ship, he began in good earnest to release the abandoned vessel from her ice-bound situation. The rigging had to be set up and the sails put in order, before he could venture to start. These jobs occupied him some time, but were successfully accomplished. Captain Buddington was in a great dilemma for proper navigating instruments with which to bring him to New London after being released from the ice. His compass was not at all trustworthy; he was without a chronometer, and had no other chart to steer by than a rough outline of the great North American coast, drawn on a sheet of foolscap. With his lever watch, a quadrant, and a miserable compass, he bade adieu to his comrades in the bark *George and Henry*, and, trusting to Providence and his experience in those latitudes, prepared to bring home the prize he had so cleverly won.

From the time that Captain Buddington took charge of the *Resolute*, up to the 16th of October, she continued to drive in a S.W. direction with the pack of ice, when she at last succeeded in getting clear. Wishing to be in company as long as possible with the bark, Captain Buddington waited on the outside of the floe for three or four days, with the hope of meeting her, but the vessels missed one another, and did not meet again during the remainder of the eventful voyage.

While here waiting for the *George and Henry*, the British bark, *Alibi*, hove in sight, and, on being signalled, came alongside the *Resolute*. The news of the recovery of the *Resolute* was communicated to Captain Stuart, of the *Alibi*, and a pair of Captain Kellett's epaulettes, found on board the abandoned vessel, were entrusted to him by Captain Buddington, with instructions to have them forwarded to the owner as speedily as possible. They were sent by Captain Stuart to Mr. Barrow, who forwarded them to Commodore Kellett in the West Indies, and were duly received by him in perfect order for attending a drawing room if required, not being soiled in the slightest degree. A letter for the owners of the *George and Henry*, informing them of what had occurred, was also placed in the hands of Captain Stuart, who promised to mail it immediately on his arrival in Great Britain. (This letter, it appears, reached the owners of the bark, at New London, Conn., long before the *Resolute* arrived there.)

We now come to the homeward voyage. Short-handed, poorly rigged, and unfitted for the long voyage as the *Resolute* was, Captain Buddington found it no easy task to bring the ship into port. The water tanks had burst in the hold long before he came in possession of her, rendering her very light and apt to roll heavily in the trough of the sea. Gale after gale was experienced; yet the crew labored day and night, and at last were successful in the praiseworthy effort to rescue the abandoned vessel. Driving across the mouth of Northumberland Inlet, down to Cape Elizabeth, the open sea was gained, and on the 20th of October the homeward voyage commenced. After a succession of strong gales and head winds, the New London lighthouse was made on the 24th of De-

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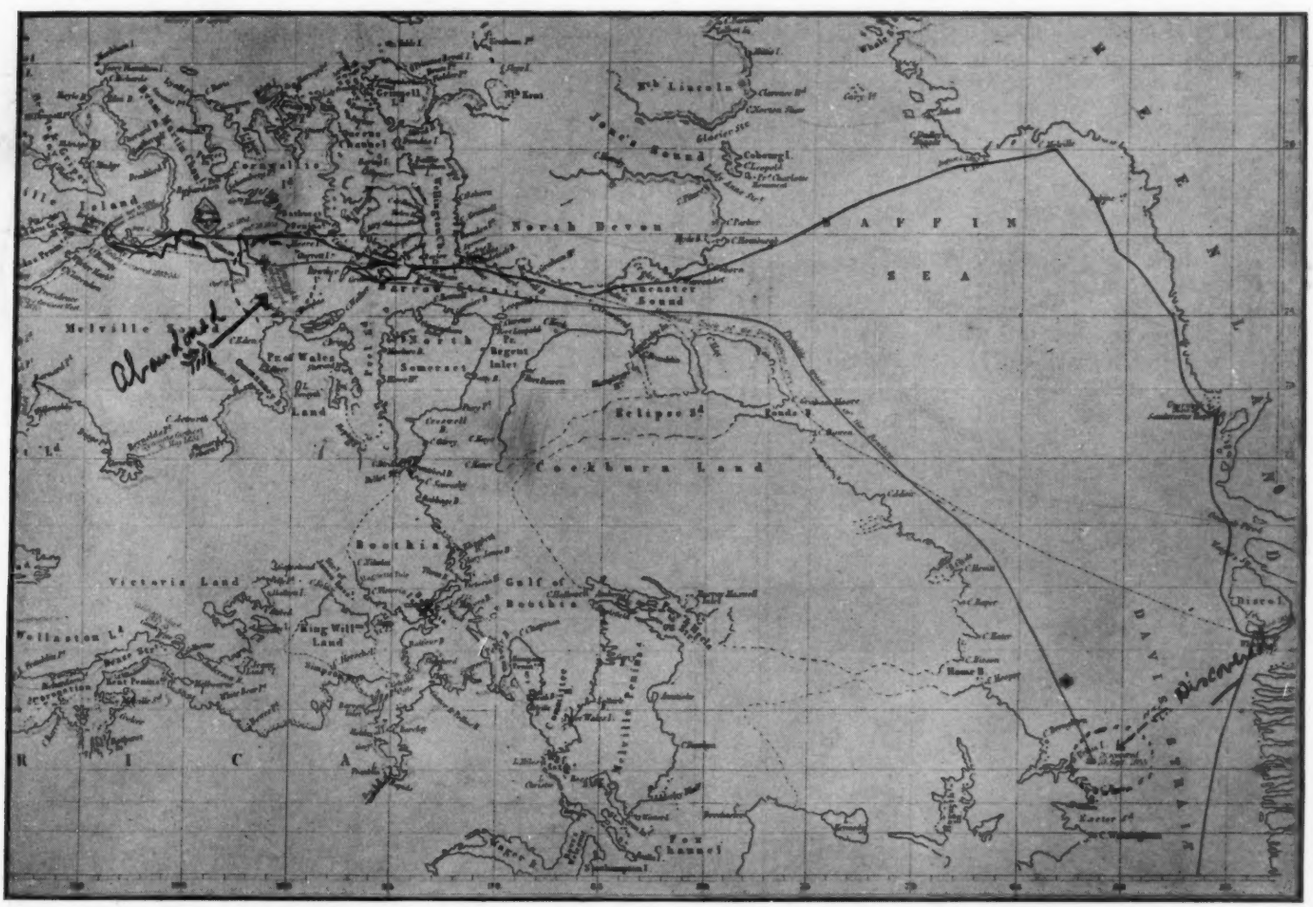
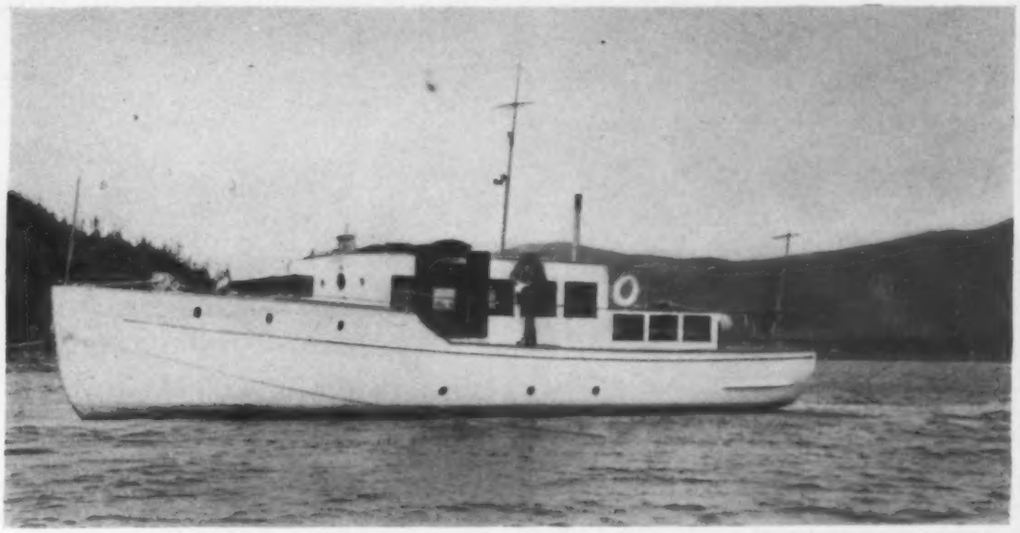


Chart showing outward track of the *Resolute* and her drift after she was abandoned in Melville Sound.



Grilse, a 50-footer for fishing and hunting on the coast of Newfoundland, was built under unusual handicaps.

How It Is Done in Newfoundland

Of the Building of "Grilse" and the Difficulties that Had to be Overcome

By H. G. Outwater

ALL told, there are several places on the earth where one may have a motor boat built and operate it; fortunately, in a way, most people don't do it in Newfoundland; in fact, it had not been done at all, I might add, in the parts of the country to which we refer, the southwestern part of the Island. It was done, however, during the winter of 1927 and the boat is now in commission — a remarkable achievement, when we consider that most of the people in this part of the country have never seen more of the world than that which lies within a radius of 15 miles of their homes and that their experience of modern invention is practically limited to the single-cylinder gas engine — mostly of unknown age and forgotten origin — installed in the few fishing boats based in the locality.

There are probably more salmon and trout in the innumerable tributaries of western and southern Newfoundland than anywhere on our Atlantic Coast. And we are sure that no one living in this locality, or anyone who fishes in these waters, will object to our broadcasting this information. We mention several reasons. There are so many fish that it actually becomes monotonous to try to land all the strikes. It is too far and too tiresome a journey to tempt many and the accommodations are inadequate, to say the least.

Grilse was conceived, designed and built with the sole purpose of transporting and housing a party of six to eight for a period of ten weeks each year in Newfoundland waters. The idea originated in 1925, urged and developed by the almost complete inaccessibility of the country and the very limited shore conveniences. The subject was first discussed with a local boat builder. He had attempted nothing beyond a few round tubby schooner-rigged fishermen, ranging from 35 to 45 feet on deck, equipped, occasionally, with a single-cylinder engine. Aside from the illustrations in several old and worn boating magazines, he had no conception of a modern power cruiser. Thus equipped, he constructed a half-model. We have no doubt that a hull from this model would have been a good sailer and a good fisherman, but as for fulfilling the requirements of a summer home and ferry, it would not "rate" at all.

Next, it was decided to have a naval architect draw the plans. He was impressed with the requirements of producing a power boat of the most rugged type, capable of staying at sea in Newfoundland weather and being used for fishing. But he lost the point that the boat would primarily serve as a home for a party of six to eight, and in addition, provide quarters for crew and guides. As it was getting late in the fall, there was no time for further consideration of drawings, so the naval architect's laying down plans were sent up by messenger — a trip requiring over two weeks from New York. These plans showed a hull 70 by 14 feet. Until we heard from the messenger we felt that everything "was set." But here was another snag. The builder had never constructed a hull over 45 feet and had never built from plans, so a compromise had to be reached by telegram. It was decided to cut 20 feet out of the mid-section, making her 50 feet in length, and follow the working drawings, if possible, but to refer to the model when necessary, and wait for revised drawings of profiles, deck and cabin layouts. Cross-breeding of animals is successful at times. This is a case where it was eminently successful.

The drawings give an idea of the general arrangement. There is from six to seven feet freeboard forward, extending to the end of the raised deck. Abaft this point it is about four feet, terminating in a broad flat transom stern with outboard rudder. The deck arrangement is conventional — forward the flush deck with companionway to forecastle and hatch to chain locker; then a fifteen-foot deckhouse with the floor depressed about two feet. Abaft the deckhouse is the trunk over the main cabin. There is a deck two feet wide extending entirely around deckhouse and cabin trunk, protected by a railing.

The interior arrangement provides a chain locker forward; next, a locker with toilet for crew, partitioned off from the forecastle. This contains four pipe berths for crew and guides. The accommodations of the forecastle created considerable comment and placed the seal of

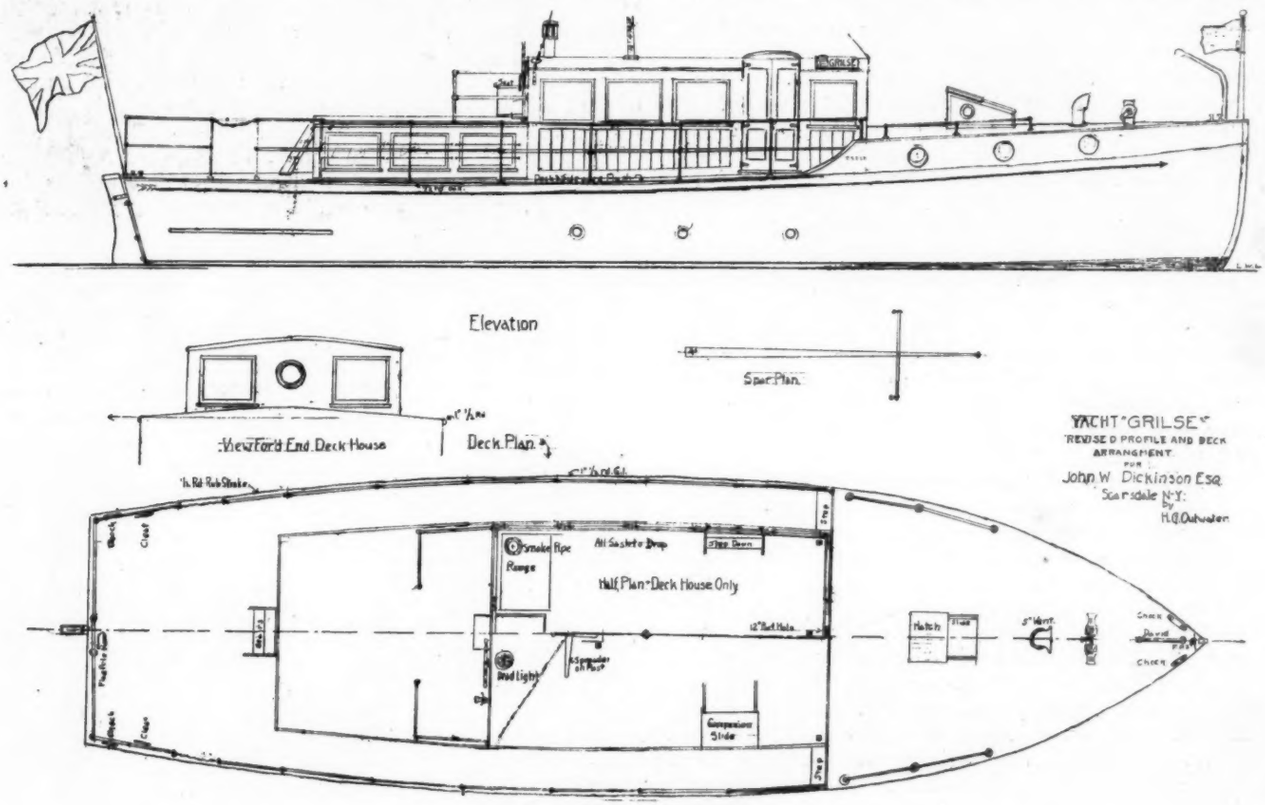
A Newfoundland fog dropping down from the cliff tops.

Grilse in the harbor of Port au Basques.

approval on the entire ship by the hundred or so sailormen who came aboard at various ports to "look us over." It was remarked that "if the forecastle is right, the 'holl' of her's right." The deckhouse, about 15 by 9 feet, has steps from the deck with doors and companion slides. This compartment is provided with tables on the forward bulkhead, radio desk, heating stove and folding metal beds for four people — two on either side. The gasoline tanks are located on the floor beams of the cabin, against the skin of the hull, under the deck and behind the deckhouse sheathing.

The engine, a 65-h.p. Lathrop, is installed under the deckhouse floor and is accessible through a large hatch. A dead light is installed in the after end of the roof, and the compass and a convenient electric fixture are immediately under, making clear readings by the helmsman possible at all times. In Newfoundland a compass is used probably 90 per cent of the time, even in running small rivers. Newfoundland fogs are not like those of Maine, nor like any other of the Atlantic Coast varieties. They are "man-sized" and fully respected. Any transatlantic aviator will bear us out on this point. An illustration herewith gives an idea of their density. The top of the picture is not caused by a defect in the negative but by fog which has just dropped over a cliff. Less than 30 seconds before this was taken, we were in sunlight, the temperature around 60. About 15 seconds later, it had dropped to about 40, and was as wet as rain.

To go back to the description: The main cabin is equipped with lockers under the side decks and an arrangement under the after deck for storing four additional metal beds and mattresses. Way aft is a large storage space, in which are located four steel water drums and a coal bunker. Aside from the unusual amount of usable floor space, there is headroom of from 6½ to 7 feet throughout the entire arrangement below deck — a somewhat uncommon feature in a boat of this size and type and one that has been accomplished without sacrificing appearance. The builder and his shop furnished perhaps the most interesting aspect of the enterprise. He had never constructed a boat of this size; he had never seen a power cruiser nor handled a gas engine larger than a one-cylinder. His tool equipment consisted of approximately two hand saws, an axe, brace, and a few bits, a couple of planes, a



Profile and deck plan of *Grilse*.

Typical Newfoundland coastline.

La Poile Little Bay is a typical deep water harbor.

pair of dividers and two screw drivers. His nearest market, a small trade store carrying the most meager line of general merchandise, was ten miles "down river," accessible only on such days as there was not too much "sea a-runnin'" round the point. The only local material available were the timbers used in the frame of the hull, which had to be cut from the trees. To get them, it was necessary to go as far as 20 miles up-country, cut the stock, draw it to the river and "drift" it down to the shop. The only items entering into the boat available in Newfoundland were the fastenings and dressed lumber for planking and ceiling. These had to come overland 600 miles from St. John's to Port au Basques by narrow gauge railroad, wait for as long as a month for steamer to La Poile and then come ten miles up the river by ferry to the shop at Bay Norde. The saw mill operated in connection with the shop is the most primitive and ingenious contrivance imaginable. It contains all the "improvements" known to the art up to 1776. The only "boughten" parts are the belt and the saw and these two pieces have been in the family for generations.

Steam bending of frames or planking is unknown. In all boats built in this region natural bends of the timber are used. A set of wooden templates of the various frames is carried into the forest and matched to misshapen trees. These are cut down by a hand axe and dressed on the spot to conform with the templates. The entire operation of construction is correspondingly primitive.

For some months we worried as to the drilling of the shaft log, knowing that they did not intend to make it in two halves and gouge them out. The log was over 12 feet in length, with a longitudinal hole for a 2½-inch shaft. The permanent engine bed was put in before the hull was planked. An old discarded engine, with a steel shaft and propeller rusted together, was temporarily mounted on the regular engine bed but not bolted down. Of course, the bed gave the proper alignment of the shaft and hole. The old engine with its shaft made a first-rate auger — all but the cutting bit. The rest was easy. They merely cut off the propeller blades and forged the hub end into a cutting edge, started the hole with a gouge chisel and fed engine and shaft through the shaft log by merely "cranking" the whole works and sliding it aft on the engine bed. We can vouch for the accuracy of the installation of the power plant by this method.

A Newfoundland fishing "skiff"

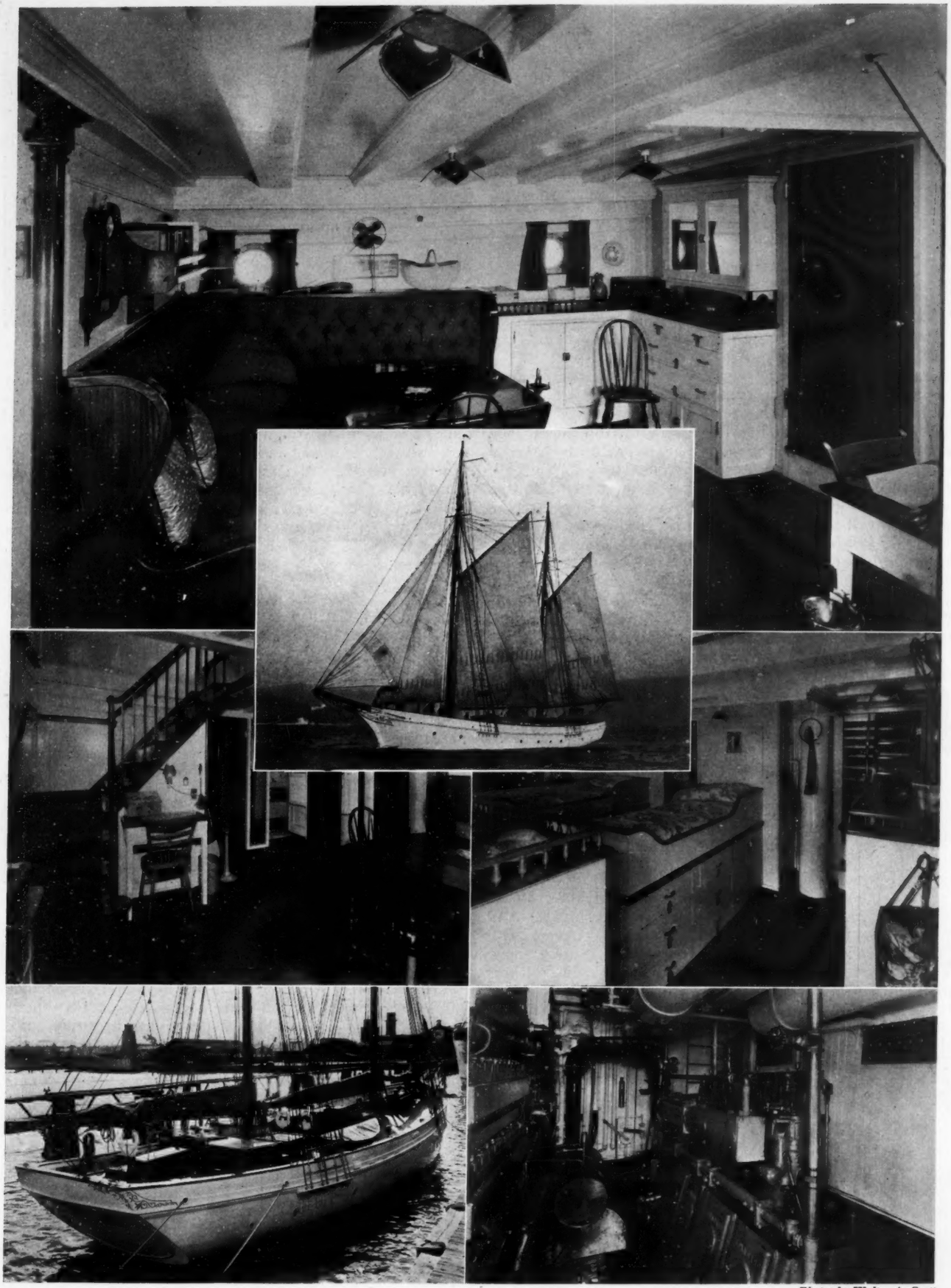
Aside from the materials already mentioned, the entire equipment of joiner work, hardware, fittings, furnishings,

La Poile River, broad and deep.

engine and parts was shipped from the States. The boat was started in November and was to be finished and turned over to the owner on June 8th, ready to start to sea. Well, on the arrival of the owner at 5 A.M. on the date specified, she was finished, "fully found" and put to sea three hours later. Probably you will say that, with any number of mechanics available, this was easy. But with the exception of the installation of the mechanical equipment only two men worked on the entire job. These two men, however, worked daily for 16 to 20 hours — six days a week. As for the skill of the Newfoundland mechanic, the foregoing surely indicates unusual ingenuity. His axe can take the place of a whole kit of cutting tools. For example, we could get no pipe tobacco, but found a piece of chewing plug, about eight inches long and hard as an oak block. This was sliced for us with an axe. We don't think a single slice was over an eighth of an inch thick. The axe is used as a pencil sharpener, not by drawing the pencil over the blade, but with good bold strokes. We did not see the axe used in place of a razor, but have no doubt that it serves this purpose as well. The blade is

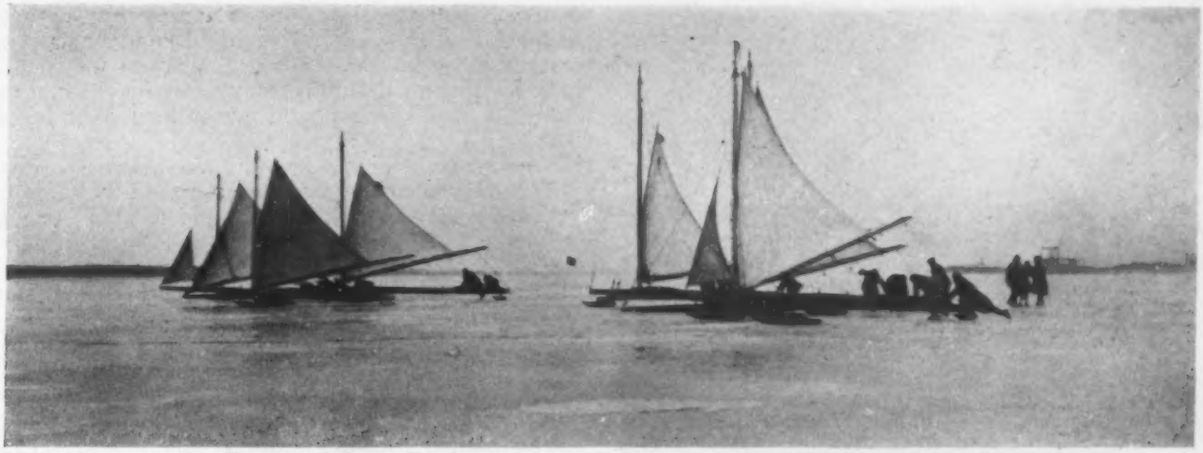
(*Continued on page 110*)

Faith—106-Foot Seagoing Auxiliary



Photos by Walter A. Scott

These pictures of *Faith*, the first showing her interior accommodations, give an idea of the comfort and roominess possible on a yacht of this type. There is a seagoing simplicity that will appeal to the real sailor. She is owned by Walden W. Shaw, from designs by J. G. Hanna.



Shoving off. Start of an ice yacht race in a strong breeze under ideal conditions.

Where Quarter is Neither Asked nor Given

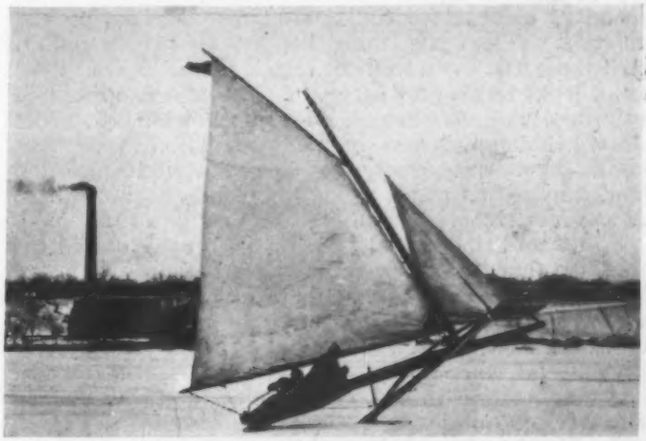
A Day of Ice Boating Off the Erie Yacht Club, When the Sport Is at Its Best

By George E. Eichenlaub

IF none of you fellows who sail salt water has ever experienced the thrill of a hard sailed ice boat race on a breezy day, maybe you'll be interested in this account of what took place "one of those days" at the Erie Yacht Club when no quarter was asked or given, and it was devil take the hindmost. And inasmuch as ice boat sailing is quite different from sailing on water, it may be well to describe this event in detail — which is what I'm going to do. And if this race does not make those who read of it want to get ready for next season on the ice, then it is because I have failed in my account to transmit the real "feel" of the sport.

The event in question was the Free-for-All Championship, with all boats racing flat — no handicaps. The racing was the best two out of three over a quadrilateral course, sailed twice around, from a one-gun, standing start. The date was February 2nd, a year ago. The conditions were ideal — smooth black ice; wind N.E., force 7; temperature, 20 F.; visibility at surface only fair due to blowing ice particles whipped from the snow drifts not fully leveled by the thaws. There were 12 starters, both old and new boats, varying in sail area from 200 to 360 square feet.

In the first race, sailing in the old *Mist*, with Oscar Nick in command, we got away in a whopping breeze under full rag, where ordinarily we would have tied in a double tuck and left the staysail back in the loft. With the sun shining, and the air just cold enough to have the ice hard, which was nearly free from snow and for the most part as smooth as a mirror, we had those ideal conditions, seldom found, in which runners sing, rigging hums and the sportsman's blood tingles. It was the kind of day that makes a complete ice boat season all in itself — if you know what I mean.

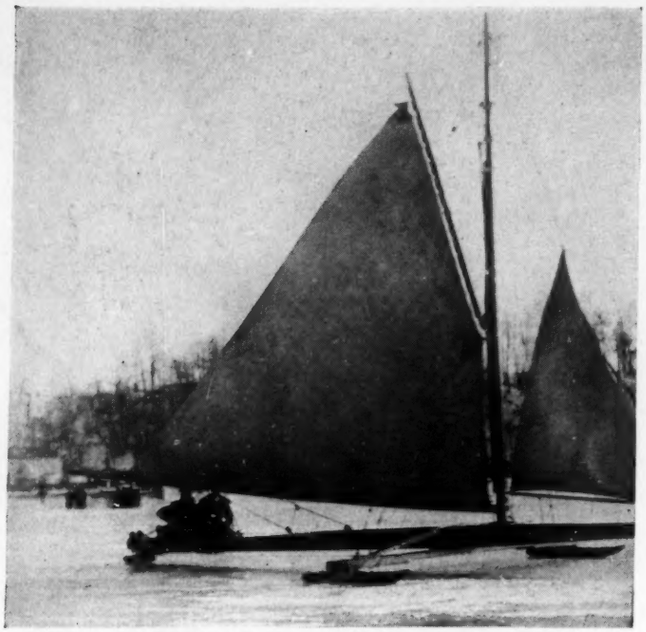


Lifting in a puff.

"In a heap." Result of a crash, at high speed, in rounding a stake.

Oscar is an old hand, but we had never sailed together before. For some twenty years I had sailed against him, and we therefore did not have the "feel" of each other.

We pushed off with the gun and in a moment were flying into the teeth of the wind, with the rest of the fleet, like great white silent birds, hovering variously about us. Spreading out, a group of four of us soon drew away from the others, with ourselves a little to the good. We fetched the first mark, with *Kewpie*, handled by Ted Knuth, some three seconds behind and started on a close reach for the second mark, which was invisible and at whose location we had to guess, as we had not been around the course before. Consequently, we held high with the rest of the fleet on our tail, all doing close to sixty.



Mist, with two tucks in the main, under way for the starting line.

"Knopper" had been around before and did the right thing; he hung on to us, right astern, until we were a good half-mile to windward of the stake. Then suddenly he bore away with a good rap full and in a few seconds was far down the wind and a half-mile to the good before we discovered that he was no longer with us. He rounded the second mark some 20 seconds to the good, but so far ahead of us that we could not hope to make up the difference unless something happened — which didn't. Half the battle in an ice boat race is to finish. Your good sailor looks to his gear before he starts; here, more than anywhere else, the race is very often won before the start. "Knopper" was of the experienced type that knows this. Consequently we followed around again, and landed in second place, about 18 seconds to the bad. So *Kewpie* got the first leg on the Commodore's Cup.

So we up helm, ran in close to the beach, crossed the tiller (so that the boat would not start and sail off) gave "Knopper" a hand, and had a drink once around. This was necessary, since in my particular case, I was nearly done, not having laid hand on more than a pen since the previous fall when we had laid up our boats. Did you ever spend six months in bed, in a hospital, and then get out and ride ten miles on a spirited horse? Well, I felt something like that, in addition to being chilled through. I had come down dressed to do a bit of skating, — not race an ice boat.

After we had been revived and rendered a bit loquacious, perhaps, Oscar and "Knopper" and their respective henchmen got a little pot together "to make it more interesting," and the discussion was ended only by the boom of the warning gun for the next race.

We drew the end of the line, to loo'ard, this time. In the maneuver to get our boat in position a puff caught us broad and she lifted, or reared, with the windward runner going some ten feet in the air, and then coming down like a ton of brick and spinning the boat "round the ring" with the two of us knocked flat, but hanging on. No damage done, which was just luck. Oscar looked at me, just a little bewildered because it happened so quickly, and observed "Whoa-ap; steady boy; I guess the whuskey ain't so good." So we steadied her in position to start. The starter dropped his flag, "boom" went the gun, and again we're off, with white sails all around us, but all to weather. "Knopper" was our meat this time as we gave her a good full, to get 'er going, and he hung right on to weather of us on the starboard tack, so we could not shake him nor go about and make a leg for the first mark; finally he went around and we immediately followed, right on his tail.

We managed to claw out on his weather now but not enough to pass, and as we got in on the beach, found we had undershot the stake; so we had to stand out again and make a short hitch to round the flag, which we did with "Knopper" and two others right after us.

With slightly lifted sheet, for the second flag, *Kewpie* gained some and once went through our lee, but we held her steady, it being a big man's job on the mainsheet. Easy enough to start it off a bit, but to get back that six inches was the kind of struggle that moves mountains. But now we knew where the mark lay and this time there was no monkey-business sailing around to find it. Finally, we spotted it dead ahead, eased her to windward just a little and gave the mark a good wide cut going in, and cut her close, by inches, as we left the flag bound down-wind on the port tack for the third stake, some three miles off.

These down-wind tacks are the fastest points of sailing, and if you ever saw a boat travel, I guess we were doing it right then. "Knopper" cut his mark close going in, so we gained a good 100 feet. He then jibed with that long, swinging, graceful ice boat jibe where the mains' l swings over without a whip or a jar, and was after us again. With his lighter boat he came, fairly flying. Holding off some in the harder puffs he climbed up like a scared cat and for a time was ahead, but out on our weather so that we had the position with respect to the next mark.

As often happens, a chap does well when he has a pacemaker, — but it is quite a different matter "to keep 'er goin'" when all is clear ahead. We soon made the long jibe over and headed for the beach alone, leaving him to find his own way. When we came out from the beach for the mark on the next tack, it happened that we crossed his bow, went around the mark with some 50 feet to spare, and were on our course for the home mark, with the wind abeam, which called for the sheet started just a little, and the wind doing its durndest to turn us over or

(*Continued on page 122*)

Dart, one of the Erie Yacht Club 400 sq. foot class.

Some of the "sneak boxes" and Herreshoff 14-footers which brought sailboat racing back to Biscayne Bay during January.

Southern Florida Starts the Racing Season

A Revival of Sailing Classes on Biscayne Bay. The Outboards Add to the Interest

MIAMI opened the racing season in Southern Florida with a series of races January 6th to 8th, held during the Palm Fête inaugurated by the city last month.

One of the features of this regatta was a race for sailing yachts on Biscayne Bay that brought two good sized classes to the starting line and furnished the best of sport. This revival of sail boat racing on the Bay was brought about by the recently formed Southern Florida Boat Racing Association, of which John G. Robinson, IV, is president, assisted by that veteran sailor, Commodore R. M. Munroe, and his son, Wirth Munroe, of Coconut Grove.

E. Davis, of St. Petersburg, in *Bruno*, winner Class B Free-for-All at Miami in the January regatta.

The races were sailed over the Miramar course, the two sailing classes being the 14-foot Herreshoff one-design class, with 14 boats, and a class of sneak boxes of the Florida-Adirondack school fleet. In the first race of the 14-footers Miss Patty Munroe beat a field of five competitors, sailing the three-mile course in 49 minutes flat. Wirth Munroe was second, his time being 49 minutes, 45 seconds.

J. Timkin in boat No. 1 of the Florida-Adirondack school fleet of sneak boxes was first to finish over a 3-mile course, winning the trophy donated by C. G. Duttenhoffer. His time was 55:45. The others finished in the following order: Walbridge, 56:45; Holly, 58:55; B. Wilson, 61:40; and Strachan, 66:10. This class was handled by students of the school.

In the mile and a half free-for-all Vice Commodore Wirth Munroe sailed the course in 20:55 in his Herreshoff one-design, winning the Miami Anglers Club Trophy. Holly, sailing a sneak box, was second in 21 minutes flat. Miss Munroe came in third with her Herreshoff, finishing in 22:15. Other entries finished as follows: B. Wilson, sneak box, 22:17½; Cottow, Herreshoff, 22:30; Timkin, sneak box, 22:45; L. A. Mitchell, Herreshoff, 23:15; Walbridge, sneak box, 23:20; Behrend, Herreshoff, 23:25; Strachan, Cricket, 32:30.

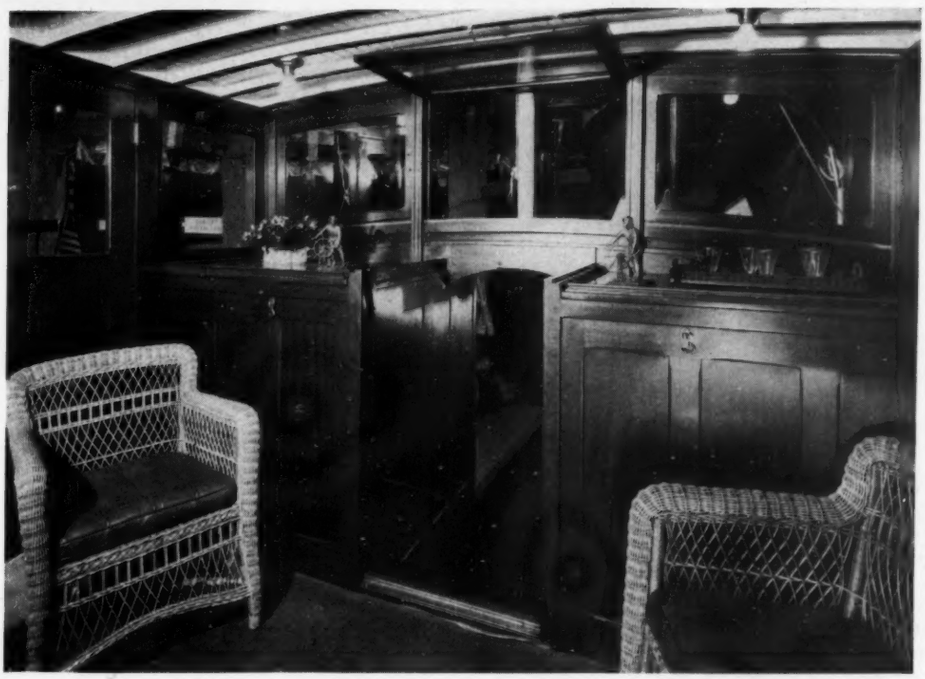
In the races for outboards, in Classes B and C, there were 23 starters, driven by some of the leading power boat racing skippers of the Atlantic Coast for cups donated to the Southern Florida Racing Association by H. Paul Prigg, John McEntee Bowman, and others.

The boats in these two classes were powered by nine different makes of motors. The races were run under good conditions. The winner in Class B was in *Bruno*, and in Class C the Paul Prigg Trophy was taken in a hot finish by Roy Brady, of Charlevoix, Michigan, in his 0-312.

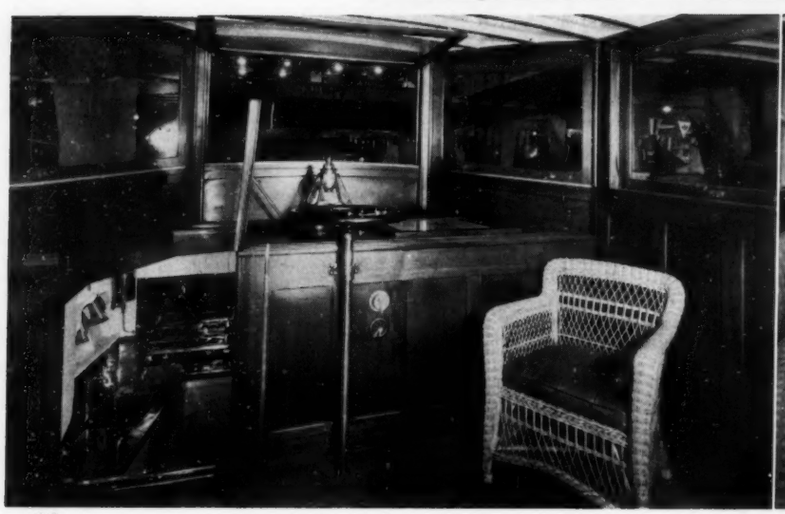
Sir Thomas Lipton has donated a handsome cup to the new Association to stimulate sailing races, and the first race for this trophy was sailed February 22nd, while the second leg for this cup will be sailed at a regatta the first week in May, the exact date to be announced later

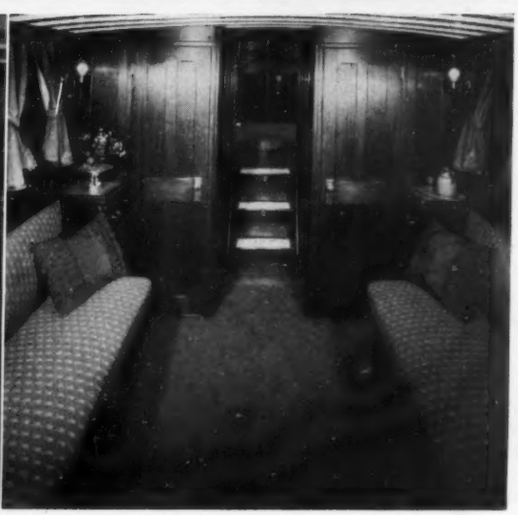
One of the new municipal piers at Miami, with slips for power cruisers.

A New 50-Foot Consolidated Fast Day Cruiser



The new 50-foot mahogany express cruiser exhibited at the recent Motor Boat Show was an unusual example of the boat builder's art. Below deck she is as attractive as she is pleasing to the eye when afloat, as these reproductions show. The deckhouse saloon is large and comfortable, the after cabin is tastefully upholstered and furnished, and the galley and crew's quarters are well arranged forward. She is powered with a Speedway "Six." The boat at the Show was sold to L. M. Josepthal, of New York City.





A new rig on a 10-square meter class yacht with which Dr. Manfred Curry has been experimenting with great success. Note that the boom is trimmed well to windward and the hull is pointing higher than the sail plan.

Dr. Curry's Latest Experiment

ALTHOUGH the result of Dr. Curry's latest experiment is already in this country in the shape of a racing sloop 21 feet long over all, his article describing her and showing diagrammatically the principles involved in her construction has not yet been received. This boat was sent over with the intention of exhibiting her at the Motor Boat Show, but the Show management this year saw fit to exclude all foreign exhibits, and small boat sailors were deprived of the opportunity of studying her at first hand.

A new hull 21 feet long recently delivered in the United States and embodying many of Dr. Curry's new ideas.

It is understood that two of these craft have been ordered here and will be raced off Oyster Bay this summer, where their performance will be watched with great interest. It will be noted in one of the pictures that the boom is trimmed well to windward of the fore and aft 'midship line, and the hull is apparently heading higher and sailing closer to the wind than the sail plan, which is given a good rap full. Another of the pictures shows two of these boats on a reach, while the third gives some line on the details of the rig.

Dr. Curry writes of the new experiment as follows: "Up until December experiments with the new rig and new hull form have been continued with most successful results. The new type of boat has been thoroughly tested and has proved so surprisingly fast that we are sure it will revolutionize the construction of German yachts. As a matter of fact all of the boats which are being built in Southern Germany for the coming season are constructed according to these new principles."

Some of the new features utilized are the following:

1. Double mast, with the mainsail and jib attached to a single spar, or "jib-boom," described in the January issue of YACHTING.
2. Self-adjusting jib, with control of jib and mainsail through one sheet only.
3. Stiff mainsail.

Reaching with the new rig.

4. Adjustable centerboard, working automatically, to form an angle with the keel.

5. Hull of boat above water rounded off to reduce resistance in running through rough or broken water.

The result has been greatly increased speed and the ability to handle boats up to a fairly large size with a crew of one person.

The construction of the boat already here is excellent and she should be able to demonstrate Dr. Curry's theories the coming summer. Until the article describing her more fully is received, yachtsmen will have to be content with what is shown here in the reproduction of photographs. While in some respects certain principles in her design seem to violate some of our preconceived ideas, we are always "ready to be shown."

Naval Architects and Marine Engineers Adopt a New Code

THE place occupied in yachting by the naval architect and yacht broker is such an important one, and they as individuals play such a large part in the development of the sport, that any standards adopted by the leaders of the profession, or business, are of great interest to the yachtsmen of this country.

In 1920 the naval architects and brokers of the United States banded together in a national association in order to encourage generally a broader interest in the sport of yachting and to render more efficient service to yachtsmen and cooperate more closely with those interested in the sport. This association has resulted in a better understanding between its members and the building up of a set of standards of benefit both to the yachtsman building or buying a boat, and to the members themselves.

The following code of ethics recently adopted for Naval Architects and Marine Engineers is in the interest of a better understanding in the profession, and the clarification of certain points as between yacht designers and clients, and has been approved by the Yacht Architects and Brokers Association:

The work of Naval Architects and Marine Engineers has become one of increasing importance with the growth in wealth of the United States. In order that the dignity of their chosen profession may be maintained, it is the duty and should be the expressed wish of all Naval Architects and Marine Engineers to subscribe to and follow the Code of Ethics as laid down herein.

1. The Naval Architect and Marine Engineer will carry on his professional work in a spirit of fairness to employees and contractors, fidelity to clients and employers, loyalty to his country, and devotion to high ideals of courtesy and personal honor.

2. He will refrain from associating himself with, or allowing the use of his name by, an enterprise of questionable character.

3. He will advertise only in a dignified manner, being careful to avoid misleading statements.

4. He will regard as confidential any information obtained by him as to the business affairs and technical methods or processes of a client or employer.

5. He will inform a client or employer of any business connections, interests or affiliations, which might influence his judgment or impair the disinterested quality of his services.

6. He will refrain from using any improper or questionable methods in soliciting professional work.

7. An architect will not falsely or maliciously injure, directly or indirectly, the professional reputation, prospects or business of a fellow architect. He will refrain from criticising, condemning or in any way belittling the work of his fellow architects in his endeavor to secure professional work. He will not attempt to supplant another architect after definite steps have been taken by a client toward his employment, nor will he undertake a commission for which another has been previously employed until he has determined that the original relation has been fairly and properly terminated.

8. He will refuse to pay in any manner, direct or otherwise, commissions to captains, engineers, stewards or other employees of possible clients for the purpose of influencing them in his favor.

9. He will accept compensation, financial or otherwise for a particular service, from one source only, except with the full knowledge and consent of all interested parties.

10. He will not use unfair means to win professional advancement or to injure the chance of another Naval Architect and Marine Engineer to secure and hold employment.

11. He will cooperate in upbuilding the profession of Naval Architecture and Marine Engineering, by exchanging general information and experience with his fellow Naval Architects and Marine Engineers and students, and also by contributing to the work of technical societies, schools of applied science, and the technical press.

12. He will interest himself in the public welfare, in behalf of which he will be ready to apply his special knowledge, skill and training for the use and benefit of mankind.

We believe this code is one to which every naval architect and marine engineer will be glad to subscribe.

Approaching the mark in the Larchmont regatta of September 5th, with the fleet well bunched and fouls imminent.

Rounding the mark, a few seconds later. Photographs taken by A. T. Bell from the *Mistral*.

Part of the fleet of 37 boats getting away to a rough start in the first outboard long distance race at Catalina Island. For 52 miles the little flyers battled rough water and high seas that took heavy toll of the fleet.

A Hard-Boiled Ocean Sweepstakes

MAJOR LAWRENCE MOTT is an earnest and efficient booster for the town of Avalon, Santa Catalina, and incidentally is the owner of radio station KFWO. When he decided recently that a good "outboard" ocean race would be an interesting event, and attract some attention to Avalon as well, he inadvertently provided for two surprises. The first was the amount of attention which his race attracted as the first long distance "Marathon" for outboard boats, and the second was the way the Pacific Ocean acted on the appointed date.

Kneeland Jenkins driving a 13-foot Sea Sled to victory, the only one of the 37 starters to come through.

Sunday, January 15th, was the date announced for the Outboard Motor Sweepstakes. Ray E. Chapin, in charge of the event, invited every outboard enthusiast who could reach Avalon to take a hand. The race was to be around Catalina Island, 42 miles, half of it on the weather side, which is no place for a frail craft.

When the appointed Sunday came storm signals were out, and Balboa would never have recognized his alleged "pacific" ocean. So the course was changed, from Avalon to Bird Rock and return, twice around the course, a total of 52 miles. Thirty-seven contestants showed up, including almost every type of outboard motor and boat, from racing hydroplanes to clinker built skiffs, and one dory.

One of the last entries was a snub-nosed stock 13-foot *Sea Sled*, powered with a Johnson Eight. She was put into the race by Staff Commodore Raymond V. Morris, and skippered by a determined young speed demon, named Kneeland Jenkins, of the San Diego Yacht Club. The owner had not had his stock 13-footer long enough to become acquainted with her, and what he and Jenkins went through during the 24 hours preceding the race is almost an epic. After spending three days and nights converting the motor to meet racing requirements, when they tried it out for the last time before the race a cylinder cracked and a light connecting rod let go, with other damage. A frenzied hunt in a "flivver" finally landed a new Johnson Eight at the pier-head in time to get away for Avalon shortly after midnight. From then on, using Commodore Morris' cruiser *Sea Rabbit* as a machine shop, and combining borrowed parts with frenzied haste, they slammed straight through to the official start at 10.52 Sunday morning.

Several false starts recalled the fleet. By 10.30 they were still

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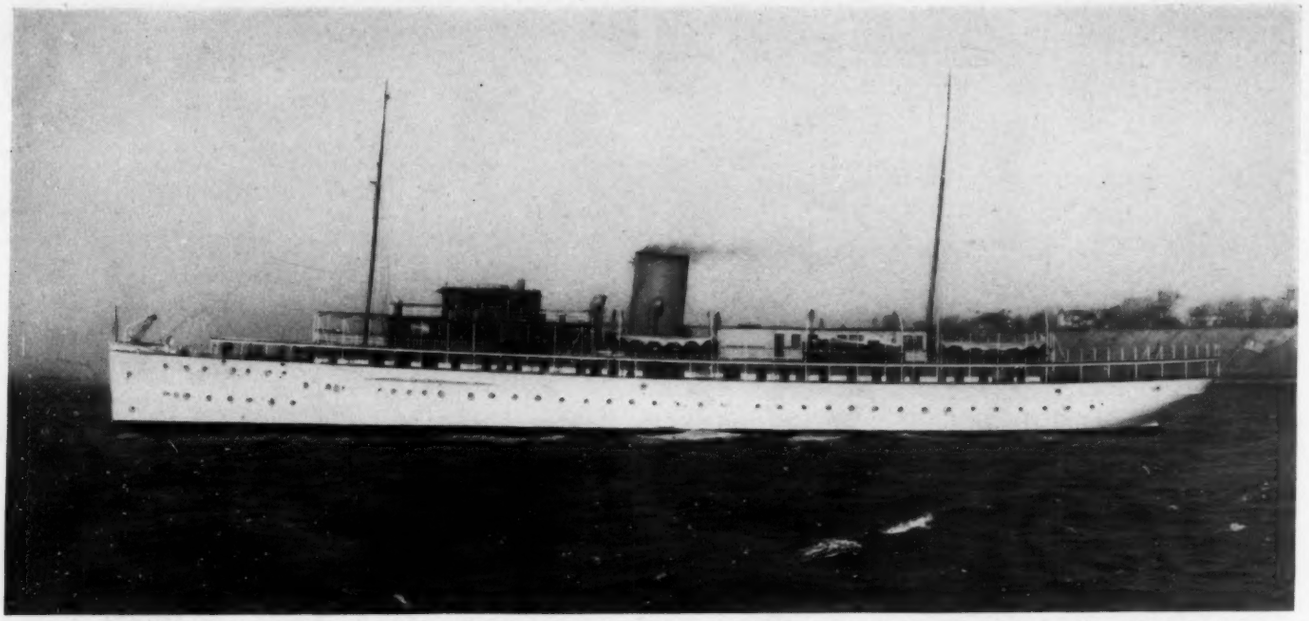
Ross McPhee, in *Gaucho*, led for most of the race, until swamped by the rough going.



Savarona, owned by R. M. Cadwalader, Jr., of Philadelphia, completing her maiden voyage from Wilmington to New York in January, during which she averaged 14½ knots coming up the coast with two 1500 h.p. Bessemer Diesels. She was designed by H. J. Gielow, Inc.

The Month in Yachting

New England Yachtsmen Plan Busy Season

EVEN at this distance the season of competitive yachting in New England looms large. Never before have so many clubs planned sailing events, and a score of centers of motor boat activities are seeking sanction for regattas. In fact, it looks as if a lively contest had been started between these two expressions of the sport, with every indication that the ratio between the two, which last season was placed at 15 to 1 in favor of sail, would be considerably reduced before the close of 1928.

Between the Connecticut River and Mt. Desert are 50 yacht clubs which last year held races for sailing craft. These fleets were made up largely of one-design classes, at least 90 per cent being yachts under 20 feet water line. Not only will all these clubs be in commission the coming season, but many of them will have new classes, and nearly all will add to those already organized. The speed boat regattas at Boston and Newport last year gave motor boat racing a big boom in New England, and the newly organized New England Outboard Motor Boat Association expects to supervise regattas in a score of motor boat centers during the coming season, opening with a grand free-for-all on Lake Quinsigamond, at Worcester, on Memorial Day.

Marblehead Prospects

Marblehead will, of course, be the leading sail boat center of this section of the country, although its racing fleet, which numbered 283 yachts last year, will not be materially increased the coming season. Interest, however, will be shifted from the 20-raters to the 25-raters, for which class four new boats are being built. Commodore Charles Francis Adams will try his hand at Q Class racing in the Anker-designed *Sally XIV*, which he purchased from Lawrence F. Percival. In the Q Class B. Devereux Barker has two legs on the class trophy and Percival one, but the latter will be out of the running the coming season. The class will number 12 comparatively new craft, and three or four somewhat obsolete boats. A majority of the "Q's" will go to Buzzard's Bay early in August for the three days' racing of the Beverly Yacht Club, and may have a chance to show their relative abilities against some of the new eight-metres. Nearly half the class will participate in the annual cruise of the Eastern Yacht Club early in July.

The Marblehead season will continue along traditional lines, opening on Memorial Day with a preliminary race by the Corinthian Yacht Club, with the regular championship regattas starting on June 9th. Races for the Ladies' Plate for Class R boats, and probably for the Manhasset Bay Cup, will be held late in July and early in August, while the midsummer series of seven races will begin on Saturday, August 4th. It is expected that a new record will again be established in one of the midsummer events and that over 300 yachts will start. Last year 291 came to the line in the open regatta of the Corinthian Yacht Club on August 11th.

The Eastern Yacht Club will once more conduct races for the major craft in Massachusetts Bay early in July and then go on its annual cruise.

Late in August the eighth Junior Championship will be held and there will be Sunday morning and afternoon, and Wednesday afternoon races for small craft throughout July and August.

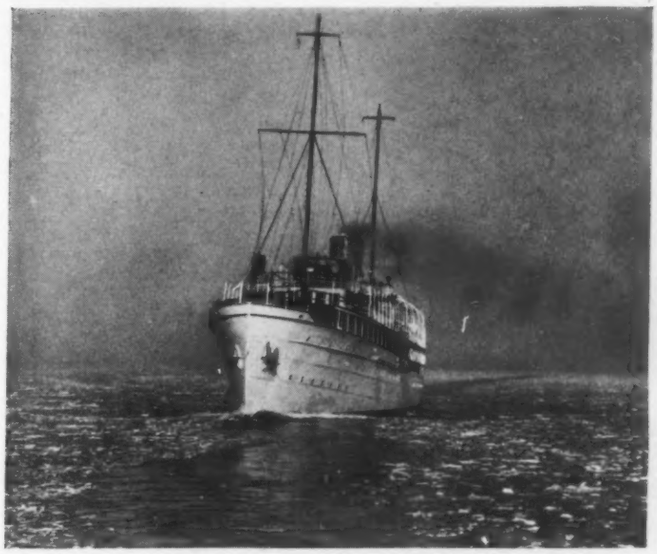
The two managing yacht clubs held their annual meetings in January and reelected nearly all their officers, Commodore Charles Francis Adams again having command of the Eastern, and Commodore Joseph V. Santry, of the Corinthian.

Duxbury will have five classes the coming season and a total of nearly 100 yachts racing intensively between mid-June and early September. Last year the club held 49 races in 77 days. A new class of 16-foot water line knockabouts designed by Crowninshield and Burbank will be the feature at this center.

Five ports in Buzzard's Bay will hold sailing races the coming season — Nonquit, New Bedford, Mattapoisett, Marion and Quissett — with interest centering in the three-day meet of the Beverly Yacht Club to be held early in August off Butler's Point, at Marion. Sixty or 70 boats are expected at Marion, including a number of the new "Twelves," a few "Eights," Q Class from Marblehead and three or four of the New York "Forties." Yachtsmen have begun to realize that Buzzard's Bay offers a breeze every day and that there is plenty of room, comparatively little commercial traffic, and very little tide, while fogs are less frequent than on any other part of the coast.

Power Boat Men Get Busy

Not until New England motor boat yachtsmen saw speed boat racing demonstrated at Boston and Newport did they realize the possibilities of this branch of the sport. The New England Outboard Motor Boat Association, organized on November 4th, 1927, and incorporated a few weeks later, will have charge of events in the northeastern part of the country. In addition to a meet at Worcester, the association will conduct a number of open and championship regattas, and perhaps stage a team race with



Savarona, the largest American yacht, is 294 feet long and beautifully proportioned. She is shown here running her trials.

drivers from New York and other sections of the country. Outboard motor events will be fostered and encouraged in all ports which show an interest in this phase of competitive yachting.

Following is a list of new Class Q and Class R boats for Marblehead the coming season:

CLASS Q

Owner	*Designer*	*Builder*
F. H. Prince	Burgess, Rigg & Morgan	Anker
Grafton Smith	L. F. Herreshoff	George Lawley
John G. Alden	Alden	George Lawley
I. B. Edmands	Paine	F. D. Lawley

CLASS R

Chandler Hovey	Burgess, Rigg & Morgan	Abeking & Rasmussen
F. C. Paine	Paine	George Lawley
Dr. Morton Prince	L. F. Herreshoff	Graves

The Spanish Ocean Race

WHILE the success of the Spanish Ocean Race, as far as the larger class is concerned, seems assured through the entry of H. Wilmer Hanan's three-masted schooner *Dauntless*, formerly the *Karina*, and the possibility that some well-known fisherman may be among the starters, the owners of smaller craft appear to hesitate over the prospect of a crew of seven or eight amateurs racing intensively for three or four weeks.

Nevertheless, Captain W. W. Peddar, of Los Angeles, owner of the schooner *Diablo*, formerly the *Haswell*, notified the race committee early in February that he intended starting for New York on April 1st and that he hoped to make the run under sail and power in 60 days. The committee has also been informed that the keel of the schooner which Burgess & Morgan have designed for Paul Hammond, of New York, has been laid, and that the builder expected to make delivery on May 1st. Hammond is confident that his yacht will be in commission when the *Diablo* arrives.

The entry of the *Dauntless* will not only bring together three of the largest triple-masted fore-and-aft schooners in the country, but revives the old rivalry between the former *Karina* and the *Atlantic*, which was one of the features of the yachting season 17 years ago.

The *Karina* was designed by Theodore D. Wells and built by the Staten Island Shipbuilding Co., in 1911, for Robert E. Tod, who six years before had sailed his schooner *Thistle* in the German Ocean Race. The *Karina* at once showed speed, and Commodore Tod challenged for both the Brenton's Reef and the Cape May cups, both then held by the *Atlantic*. It will be recalled that these two long distance trophies, given the New York Yacht Club nearly 40 years before, had been carried off to England by the cutter *Genesta* in 1885. The *Navahoe* returned with the Brenton's Reef trophy in 1893, after being beaten by the cutter *Britannia* in the race for the Cape May cup, but the latter was forfeited ten years later and both were won by the *Atlantic*.

In the race for the Brenton's Reef cup, from the famous beacon off Newport to Sandy Hook lightship and return on August 11th, 1911, the *Atlantic* led until after passing Montauk Point on the return trip. By taking a course inside of Block Island she ran out of the breeze, and the *Karina* won by a margin of 1 hour, 6 minutes and 58 seconds, the elapsed times being: *Karina*, 38:33:43; *Atlantic*, 39:40:35. A month later the two yachts met for the Cape May cup, starting from Sandy Hook lightship on September 11th and rounding Five Fathom lightship off the Delaware. The *Atlantic* led most of the distance, winning by 23 minutes and 45 seconds, the elapsed times being: *Atlantic*, 32:28:29; *Karina*, 32:52:14.

Late in the winter it was intimated that a number of summer residents of Cape Ann were contemplating the formation of a syndicate with a view to chartering either the *Henry Ford* or the *Mayflower* for the race, with some skipper like Clayt Morrissey, Ben Pine or Marty Welch at the wheel. The prospect of a fisherman in a trans-Atlantic contest, manned by a crew of "hard-boiled" bankers, and carrying sail when frail yachts were laying-to, and James B. Connolly keeping the log, stirred the old fishing port even more than the old contests with the Canadian fishermen. Connolly, who sailed on the *Fleur de Lys* in 1905, is particularly keen for a Gloucester entry for the Spanish race and is reported to be working hard for the formation of the syndicate.

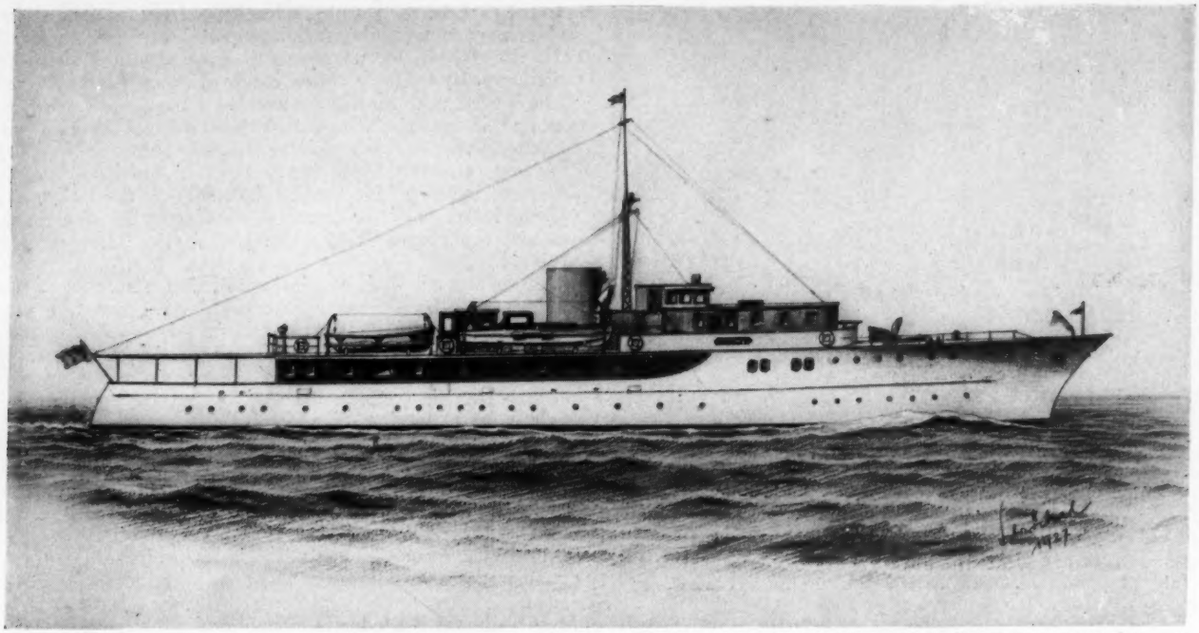
While the Spanish Ocean Race was projected as a yachting event, it was pointed out that every winter many Gloucester fishermen are converted into pleasure craft for cruises to the Spanish Main. All that is needed is to haul down the red and white pennant, and hoist the burgee of some club and the private signal of an owner. Either schooner, of course, would have to unship her propeller and carry it as ballast.

Both the *Mayflower* and the *Henry Ford* are somewhat larger than the *Speejacks* and the *Zodiac*, but some 50 feet shorter than the trio of three-masters in over all length. In the event that one of these vessels is a starter, it is expected that she would be given a fore yard like those on the *Guinevere* and the *Atlantic*.

Gloucester is also interested in the *Zodiac*, which is fitting out at Rocky Neck under the eagle eye of her skipper, Captain Norman Ross. Her designer, William H. Hand, Jr., has planned a couple of topmasts for her bald-headed rig and she will probably carry a fore yard. Norman Ross is another graduate of the Gloucester school of intrepid fishermen. A year ago he went to New

Cressida, a Diesel powered auxiliary owned by Hermann Oelrichs, and now on her way to Nassau. She is entered in the Spanish Race. Cox & Stevens are the designers.

York with half a dozen fishermen to bring the *Wanderer* back to Gloucester. The schooner had been given a tall Marconi rig in which the fishermen had very little confidence, and when she was caught off Nauset in a northwest gale and hove down on her beam



A new type of Diesel yacht designed by Cox & Stevens for George G. Bourne, of the New York Yacht Club, which will be placed in commission for the coming season. She is 170 feet long.

ends, all hands except the skipper expected that the entire top-hamper would go. Some of them lost their nerve, but Norman Ross drove her round the end of the Cape and across to Gloucester without losing a rope yarn, and became converted to the new rig.

In the Spanish race the *Speejacks* will be the only contestant carrying a Marconi rig, and the test will be one of the interesting phases of the contest.

WILLIAM U. SWAN

Islander Entered for Bermuda Race

CONSIDERABLE interest has been added to the Bermuda Race by the entry of Harry Pidgeon's world-girdling yawl *Islander*, which has been wintering at Port Chester, and her crew will include none other than George P. Bonnell, Commodore of the Cruising Club of America. Captain Pidgeon intends to make a lengthy cruise in the West Indies and the Bahamas, and will make the first lap in the Bermuda Race.

As *Islander* is 34 feet over all, just under the minimum limit for the race, it is probable that the committee will make a class for smaller craft, from 30 to 35 feet over all measurement, starting the little fellows off a day ahead of the main fleet to insure their arrival at or about the same time as the larger and faster boats. Competition is assured in this class, two owners of 32-foot boats already having declared their intention of going to Bermuda, race or no race. The husky cutter *Miladi*, owned by C. L. Moody, of Groton, Conn., is a sure starter, as is the ketch *Svaap*, a duplicate of the Alden-designed *Eaglet*, whose plans appeared in YACHTING for April and May, 1925.

Another especially interesting entrant is the schooner *Malabar IV*, winner of the 1923 Bermuda Race, whose owner, C. D. Dillon, is busy gathering a crew together. *Malay*, owned by R. W. Ferris, a veteran of numerous long distance affairs, is still another addition to the growing list, making in addition to those enumerated in the February issue, at least 20 boats which will face the starter on June 23rd. Entry blanks are now ready and may be had by writing the Bermuda Race Committee, care of YACHTING. Later entries are a new Hand-designed schooner for Dr. G. W. Warren, former owner of *Yankee Girl*, and the schooner *Elizabeth*.

A New Type of Diesel Yacht

AMONG the new Diesel yachts from Cox & Stevens' designs that will be placed in commission during the coming season is one for Mr. George G. Bourne, of the New York Yacht Club, that by reason of her unusual design and many new features will certainly attract much comment and attention.

While Mr. Bourne fully appreciated the good qualities and attractive appearance of many of the existing Diesel yachts developed by American naval architects, he expressed his desire for an entirely original design which Cox & Stevens have unquestionably created as will be seen from the accompanying illustration. The controlling thoughts that led to this new design were that, without sacrificing seagoing qualities, attractive interior arrangement and practical merits of the existing yachts, attention should be given to the popular modern type of express houseboats. Certain of their attractive features have been incorporated into this new boat, whose dimensions are: length, 170 ft.; beam, 26 ft. 9″; depth, 14 ft. 6″. She is fitted with two solid injection Diesel engines of 800 h.p. total, giving a sustained speed of 13 knots, ample for a seagoing vessel of her size.

This Year's Fleet of Metre Boats Taking Shape

WITH the trial races to determine what six-metre boats will compose the team to be sent to the Clyde for the British-American series necessarily scheduled for early in the spring, eyes are turned hopefully to the crop of new boats now in various stages of construction here.

The first to be seen in action will be one built on the Pacific Coast from Nick Potter's designs for a Los Angeles syndicate. She will be sailed by her designer, it is understood, and will doubtless be one of the western team to sail against the *Lanai*, *Clytie* and *Priscilla* in the series at Los Angeles March 10th–18th. She will have the close attention of Ralph Ellis, Clifford D. Mallory and others from the East who will sail against her, and if she looks like anything at all will be invited east for the trials in the spring.

Two others are nearing completion, the double-ended "Six" building in Massachusetts from L. Francis Herreshoff's designs for W. A. W. Stewart and Harry H. Curtis, which is said to be an international rule development of the same designer's R boat, *Live Yankee*, of last year, and Clinton H. Crane's new boat, from his own designs, building at Nevins' yard, City Island. The latter, from her model, appears to be a development of Mr. Crane's boats of last season, modified by influences traceable to the foreign boats which took the measure of our fleet up at Oyster Bay and other points on Long Island Sound in September.

The fourth "Six," for Henry B. Plant from Sherman Hoyt's designs, is in the first stages of construction at Nevins' yard and work on her will be rushed. Mr. Hoyt says she will not be like

(Continued on page 128)

Some Sea Memories

Called forth by Patterson's Painting of the Ship "Kirkcudbrightshire"

By ALLEN LUCKHURST

CAPTAIN PATTERSON'S interesting article in the December issue of YACHTING, together with his splendid sea picture of the noble Scotch ship running heavily under reduced sail, aroused in me reminiscences of sailing ship days when I, too, was in company with the "Kirk." The large fleet of "Shires," and numerous other noted clippers, were then at the heyday of their performance and record. I am always delighted to obtain another copy from Patterson's easel. When I study a subject like that of his recent picture, and note the angry, curling, short seas about to roar over the to'gal'n't rail, I feel that I must get into my sea boots and oilskins — not forgetting a good "soul-an'-body" lashing — for there is some wind blowing, by the look of her foresail.

Captain Patterson writes of several experiences of the *Kirkcudbrightshire* in those "pre-prosaic" days of sail, one of them the unusual calm of '85, in Lat. 45° N. 31° W., which she encountered — another mood of our mistress, the sea. I was there too — a midshipman on the colonial clipper *Ascalon*. Never to be entirely forgotten by its participants was that two weeks' period of lifeless air and motionless sea, far north of the usual equatorial doldrums. First one or two, then more ships gradually came into our circle of vision, seemingly from everywhere. They drifted into that glassy pond and stayed. Some were outward bound, seeking the northeast trades; others, homeward bound, like ourselves, had recently lost them after a brisk passage from the Colonies. And into that circle of inaction floated the *Kirkcudbrightshire* after her tussle with the elements in the Irish Sea, her white-painted ports glistening in the hot sunlight, her canvas hanging listless and woebegone like that of nearly 30 other vessels within sight of us. There we lay, day after day. Occasionally a heave and a roll from a passing undulating swell on the placid sea would cause a stir aloft, but 'nary a breeze, except in the imagination of the restless skipper, when it would be "pullie-haulie" throughout the long watch. Now on one tack, now on another, every one of the 33 were seemingly on a different course, but steering nowhere.

We were short of fresh water, too. And the hot sun had assisted the contents of the harness-casks to "neigh" sturdily, so that we, in the half-deck, tolerated "beef and" less than ever, and talked of what we'd do to a real beefsteak when "the blasted calm" would give us a chance for a pier-head jump to the nearest tuck-shop.

At last came the change. The *Ascalon*, then the northernmost ship, got the slant first. Quickly, without much warning, came the fresh northwest wind. Then more; then the crisp whitecaps. Away, and away, came and went the gallant 33 — some to the southward, others bound channelwards. Oh! what a sight that fine day presented — fleecy clouds in blue sky; snowy clouds of canvas far and near.

Not until our good ship passed the Lizard, two weeks later, did we take in any sail, the dilatory nor'west wind being good to us, until he gave way to his angry, smoky sou'west brother off Lands End. And so we roared up the Channel with its mist, making a picture similar to that Patterson has given us, except that the *Ascalon* hung on to her full topsails then, until she anchored in the Downs.

Two years later, when second mate of the full rigged ship *Morialta*, I was again in company with the *Kirkcudbrightshire*. We were lying in the picturesque harbor of Albany, West Australia, the only ship there at the time. I was aloft with my crowd one forenoon, rigging a new maintopsail yard. Soon I sighted a large, painted-port ship, with everything set below royals, running up the bay towards the anchorage — an ever-fascinating sight to a sailor. So we belayed for awhile and watched, ready with criticism as to the handling of the inward bounder. But there was no criticism. We sat on our tops'l yard and beamed to see the beautiful clipper (it was the *Kirkcudbrightshire*) stepping along, held in rein until she rounded to handsomely off the jetty. Captain Baxter knew his ship, all right. Down sail, clew up, let go anchor, and ride-to, tidily. Her crew, under excellent officers, soon had her snugged up, and coiled down — a splendid bit of seamanship, though nothing very unusual in those days.

Both ships awaited sailing orders. The *Kirkcudbrightshire* got hers first — for Calcutta — and we, in the *Morialta*, received ours, for the same port, an hour or so later. As the graceful Scotch ship, heeling to the breeze, sped down the straits to the open sea, the *Morialta* followed in her wake, just as gracefully and with a similar display of good seamanship. She beat the Scot to the Hooghly by several hours.

Carry sail? Yes, the *Morialta* could, and old "Bully" Phillips, her skipper, knew it. When a squall, harder than usual, would lay her over, the Old Man would shout to one of us on watch, "Ease 'er o' th' royals, Mister — but don't 'ee touch th' to'gal'n't sails till that 'towney' o' mine in that *Kircoobr'sheer* puts a tuck in his tops'ls!"

Oh! what sailing, what sailorizing, and what seamanship was displayed, singly and collectively, by almost every boy and able seaman in those days of the clippers! "Every hair a rope-yarn; every finger a marlin' spike; every drop o' blood Stockholm tar — "

There is more, of course, after 40 years. All the old ships have gone. But now I am not only captain, but owner of a fine 40-foot yawl that sails the "seas" of Long Island Sound, Great South Bay, and occasionally off Point Judith. Since handling my small "big ship" in and about our inland waters, with their shoals, smoky sou'westers, tide rips, and all the rest, I have had to learn the "sea-business" over again, and do not look upon an extended cruise in my boat with "sang froid," or disdain for tide, or elements. Oh, no! I respect them more than ever. Somehow, on occasions, in dirty weather, sou'westers howl more bitterly, and the coamers coam more greybeardedly than their grandfathers in the "roaring forties" seemed to do in my sailing ship days.

Now, just a word of praise for my fellow craftsmen, the yachtsmen — those who handle their fabrics, in all circumstances, in so masterly a manner; those in whom the real spirit of the sea is yet an inheritance; whose seamanship, navigation and conduct indicates their love for this combined sport, art, and science. They have not, like Patterson and myself, been before the mast and learned to "hang on" because they had to; they hang on *because they love to.*

Regrets Misunderstanding at Gosport Races

Editor, YACHTING:

After reading the letters appearing last month from the Secretary of the Model Yacht Racing Association and the Officer of the Day in the international races at Gosport last summer, I am extremely sorry if the statement in my account of this race in the September issue of YACHTING caused offence. I am glad that it has been proved incorrect. No reflection on any official in the series, nor against any competitor was intended.

I did not myself see the incident referred to, nor did I make the protest which is why I used the word "apparently" in my story.

I was told by several spectators that the incident did occur, but I was unaware that any action had been taken on the protest until I read these letters last month.

It is regretted that such a misinterpretation should be given to my article after such a splendid race week, marked by the best of feeling.

JOHN BLACK

Ogden Park Model Yacht Club Enters Eliminations

The Model Yacht Racing Association of America has challenged again for the International Cup this year. Washington, D. C., has been chosen as the place to hold the elimination races to pick a challenger. In addition to models from New York, Boston and other eastern clubs, the West will be represented by the Ogden Park M. Y. Club, of Chicago. Members of this Club have designed 10 class A boats (International Rule) designed by local men, and are going hard after the honor of representing the U. S. A. abroad. The dates set for the eliminations are July 2–4.

Editorial

East *vs.* West

THE series of races to be sailed off Los Angeles, California, this month, between March 10th and 18th, marks a new departure in yachting from which much good should come. For this is the first time that east and west coast yachts and yachtsmen have come together in any considerable number, and the first time that eastern yachts of several different classes have been shipped to the west coast to race. Heretofore meetings between sailors of the two sections have been confined to individual crews or boats, such as in the Star Class International Series. Not only does inter-sectional racing make for interesting sport, but much can be learned from such a meeting, and a broader viewpoint achieved.

The forthcoming meeting was brought about through the efforts of the North American Yacht Racing Union and several western yachtsmen of the Skippers' Club, of Los Angeles. Among other things, the west coast will have a chance to see the International Rule in operation. No less than three eastern "Sixes" have been sent west, to be sailed by some of the best eastern skippers. To meet these invaders the California yachtsmen have built one new "Six" and purchased a number more, including, we learn, two of the best of the Scandinavian team that trimmed us last September. These two are the Swedish *May Be*, winner of the Gold Cup, and the Finnish *Merenneito*. So in this class the hottest kind of racing will be seen. The "Sixes" are fast little boats in any kind of going and should make a good impression on the coast. The eastern boats will be sailed by Clifford D. Mallory, Henry B. Plant and Ralph Ellis.

In the R Class there is already a large and fine fleet on the west coast. The two going from the east in this class are the *Live Yankee*, which will be sailed by her owner, C. A. Welch, Jr., and the *Puffin*, Junius S. Morgan — both boats being among the best in the east last season.

It is to be hoped that this meeting will be only the first of many between the two coasts. The more yachtsmen of one section see of conditions and boats in other yachting centers, the better.

Deeds, Not Words

Referring to the account in our last issue of the voyage of that insatiable sea rover, Thomas Drake, in his home-built *Pilgrim*, comes a letter from one of our readers taking a fling at the ink slingers who cover reams of paper on seagoing types. The burden of this plaint is that while Jack Hanna and a lot of others are arguing about Block Island boats and other double-enders, and discussing the comparative merits of centerboard and keel, here comes this old salt who builds a boat by rule of thumb on the beach at Seattle, of a type all her own, and, following the lead of Voss, in *Tilikum*, also a type no one would pick for open sea voyages, sails her all over the world single-handed, and turns in every night, leaving the boat to take care of herself. Both of these men were surely seagoing skippers, and their boats were seagoing because they went to sea successfully. What's the answer? Think it over, you deep water sailors.

The Motor Boat Show

The Motor Boat Show has come and gone! It was a great Show while it lasted — and it lasted eight full working days of twelve hours each. During these eight days more people visited the Grand Central Palace and studied the new boats, engines, and accessories than at any previous exhibition of this character. And the thing that struck us most forcefully in watching the crowd that thronged the aisles was the fact that it was, apparently, a more critical public than in previous years, more "boat-wise" and educated in marine matters, and more vitally interested in what it saw.

Never were we more impressed by the fact that pleasure boating is destined to make a big appeal to the general public; never did we feel more keenly that the sport, and the industry back of it, are facing a big future. The signs of its approach are as marked as are the heavy swells that herald the approach of a storm at sea. Those who have never owned a boat before are turning to the water for pleasure in large numbers. It reminded us, in a way, of some of the early automobile shows, when the idea of motoring was being sold to the public, and where every "admission" was the prospective owner of a car. Given *good* boats such as those at the last show, given boats and engines within the means of those who want to get afloat, and pleasure boating will become one of the most popular forms of recreation in every locality where there is water over 36 inches deep.

You may put this down as a prophecy, if you like. We'll remind you of it a few years hence.

Races are Meant to Finish

Several communications have been received from both British and American yachtsmen disagreeing with the contention of G. R. Gill, in the February issue, that there is no obligation to finish an ocean race after the skipper and crew have "ceased to be amused." We are glad to have our opinion confirmed that this attitude is not that of British yachtsmen as a whole. Fairness to one's other competitors, if no more "lofty motive," should be an incentive to stick as long as it is safe to do so.

In the World of Yachting

WILLIAM H. GIDLEY

ALTHOUGH George Corry bears the title "Father of the Stars," the Narragansett Bay Star men insist that "Bill" Gidley is the "Daddy" of the Narragansett Bay Fleet for before there were any Stars on the Bay and while others were working up popularity for the class, Gidley wasted no time in talking, but bought a boat.

As a youngster Gidley raced in a 30-foot sloop on Hillsboro Bay and Northumberland Strait from Charlottetown, P. E. I. Later he moved to New Bedford and raced in the cat boat classes until increasing business cares forced him to give up yachting.

When the Narragansett Bay Racing Fleet was organized in the winter of 1921–22, Gidley, by that time a Rhode Islander, was one of the charter members. The Star was the class selected for the fleet to popularize, and there was the usual canvassing in the interests of the class. Bill said "we can show 'em better than we can tell 'em," and quietly slipped up to Nahant and brought back two of the Nahant Bug Class. Then to make the three necessary for a charter, he bought another, rebuilt her, and sold her. Since then the Gidley summer home, at Cedar Tree Point, has been Star headquarters. He has sailed in five international championship series and won one of them (1926). For four years "hand-running" he won the local championship with "Rhody," and he is the most likely candidate for the challenger for international honors this year.

Gidley is commodore of the Narragansett Bay Racing Fleet, rear commodore of the Warwick Country Club Yacht Squadron, and treasurer of the International Star Class Yacht Racing Association; he is a member of the Rhode Island and East Greenwich Yacht Clubs and of the North American Yacht Racing Union.

Coming into the game at a time when yacht racing in Narragansett Bay was at its lowest ebb, Gidley is one of the men directly responsible for the return of the sport to Rhode Island waters. His only drawback as a yachtsman is that as the active head of two industrial concerns and a director in a long list of others he has to let business interfere with yachting occasionally.

Some "Celebrities" Looking over the Boats and Engines at the Recent Motor Boat Show

L. Gordan Hamersley.
Sailing Baruch.
J.V. Santry, of Boston.
John W. Kiser, formerly owner of Oceanus.
Captain Ellis Ireland of Atlantic City.
Sir Thomas Lipton.
G. de Treest Larner, owner of Sea Dream III.
Geo. A. Kohn, owner of Felicia, San Francisco.
Victor Moore, Star of "Funny Face".

YACHTING'S booth at the Show was the meeting place of many yachtsmen. The decorations were by Barto & Co.

Seen at the Motor Boat Show

THERE is no doubt that the interest of the great majority of visitors at the Show was primarily in the boats. Those who had "been through the mill," the old hands at the game, were, of course, equally interested in the power plants that drove the boats, and in the items of equipment; but it was the boat itself, the complete unit, that made the big appeal. One had only to watch the long lines of "prospects" stretching from every gangway and waiting to get aboard the different cruisers to realize this.

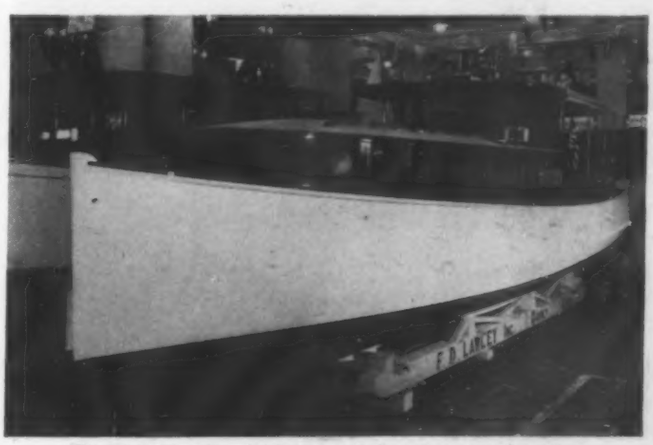
This year's Show produced, beyond question, the best and most interesting lot of pleasure craft ever exhibited. We may have made this remark of previous Shows, but, if so, we unhesitatingly make it again. Because the designers and builders of stock or standardized boats (and most of those exhibited were these) have gone a long way in the last few years in improving hull design and construction, in getting accommodation layouts that are practical and make good use of the available space, and in producing types, whether runabout or cruiser, that make an appeal to those who know what a boat should be.

The Boats

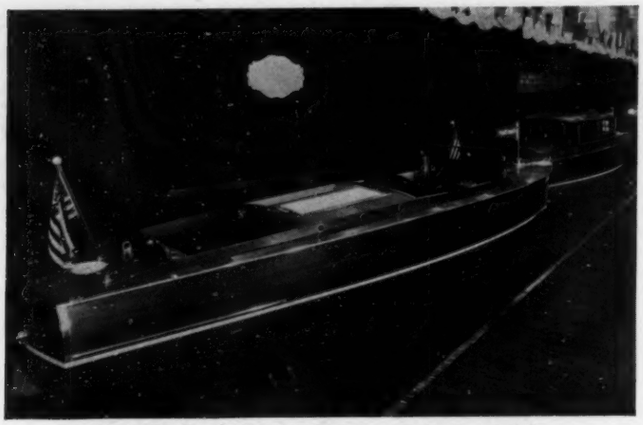
To start with the cruisers: Here was a range in size from 26 feet in length, or the even smaller "outboard" cruiser, up to 50 feet, the largest boat found in the Palace this year, at a price range from $2000 up to any amount one might want to debit his bank account. As one strolled down the center aisle the first craft that caught his eye was the big 50-foot day cruiser of the Consolidated Shipbuilding Corp., her beautifully matched mahogany planking attesting the skill of the craftsmen who built her. Her hull form satisfied the eye of the most exacting, and once aboard her the feeling of beauty, plus ability, was equally apparent. The after cabin, richly appointed in gold upholstery and hangings, was in excellent taste. A small dressing room with a bureau was much appreciated by the ladies. The deckhouse was a real living room, while the galley and working part of the ship was forward. In the eyes was a small cockpit, while aft there was a large open cockpit furnished with easy chairs. For power there was a Speedway "Six."

Facing this boat was the handsome 45-foot twin-screw commuter of the A. C. F. Company, another fine example of boat building. Here the arrangement was different, there being a large cockpit forward, protected by a glass windshield, an ideal place in which to "ride." Amidships was an enclosed sedan cabin with large windows, furnished with a divan and easy chairs. While there are no sleeping accommodations, a buffet and a concealed galley for preparing breakfast or tea, were very cleverly worked out. The engine room, containing two 200 h.p. Hall-Scotts giving a speed of 27 miles, and another cockpit, are aft. The other A. C. F. cruiser made a big hit with the small boat man. She was a 30-footer, designed by Eldredge-McInnis, Inc., of excellent model, easily driven and able in rough going. In addition to the main cabin under a trunk forward, there was a small sleeping cabin with two berths under the after deck, with a small house over it. While this cabin is small, it makes a fine spill-over when one has a "full house"; and when not in use as such, it is a handy storage room for bags, luggage, or sails if the boat is used as tender for a racing yacht. We predict the arrangement will prove popular.

Back across the aisle Scott Matthews had one of his fine 38-foot single-cabin cruisers. Here was another popular boat. There was no attempt to overcrowd the available space. The cabin was roomy and comfortable, with accommodations for from four to



The F. D. Lawley 30-footer satisfied the most exacting.



Chris-Craft exhibited a fine line of eleven models.

seven persons provided. The well-appointed galley made a hit with the man who knows the needs of cruising. A speed of 12 miles is obtained with a 6-cylinder 70 h.p. motor.

The Luders Marine Construction Company had another of its 42-foot commuters which attracted so much attention last year. This year's boat had a color scheme of sage green and white enamel that was most distinctive and pleasing. With an operator's cab amidship, a handsomely furnished day cabin, and cockpits forward and aft, this day boat for commuting service, with its Sterling Dolphin motor giving a speed of 30 m.p.h., made an appeal to those who know and want a distinctive, high class job.

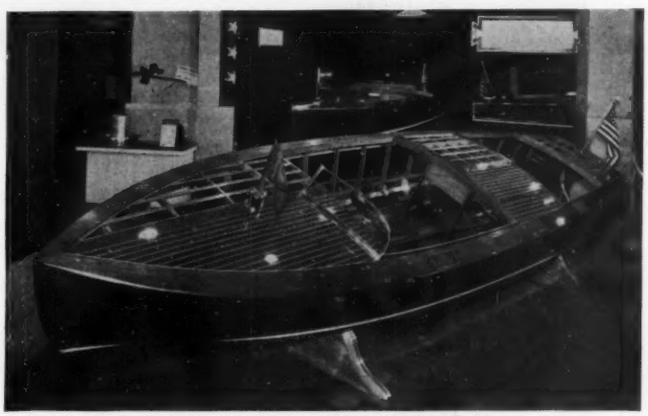
The Elco cruisers ranged all the way from the little 26-footer to the big 50-footer. Few firms have had a wider experience in what the cruising man wants than Elco, and many years of experience went into these boats. The "Fifty" made a special hit with the ladies, as much attention had been given in her layout to ventilation, comfort and convenience. The deckhouse saloon was a real place in which to live, and the quarters aft made practically three separate sleeping compartments. The smaller boats were equally well laid out and have a speed range of from 10 to 15 m.p.h.

The Dawn "45" was another cruiser that proved popular, and that the knowing ones could not pass by. Here was a two-cabin cruiser with the room and comfort of a "50," and accommodations forward for the paid hand ingeniously worked in without cutting down on the owner's quarters. Finished inside with paneled mahogany, and upholstered in excellent taste, she had all the "class" one could desire. Two 65 h.p. Kermaths under the bridge deck give a cruising speed of 15–16 miles to a well-designed and able hull.

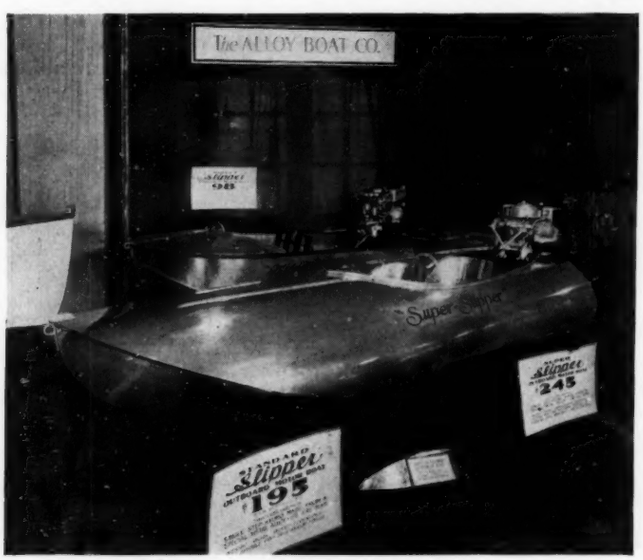
The pair of Richardson 28-footers, also designed by Eldredge-McInnis, were a fine example of what can be done on limited size. These boats were two feet longer than last year's model and the designers made excellent use of the additional space, both in hull form and in locker room — the latter so essential in a cruiser. In addition to the Cruisabout the Richardson Company had a Sportabout, with the cockpit forward of the cabin and protected by a standing top and glass windshield. This boat was a striking departure in small cruiser design.

The 30-foot cruiser by F. D. Lawley delighted those who know what a real boat building job should be. A single-cabin boat, she had everything that one could ask for on 30-foot length, including drop windows to her cabin which Fred Lawley insists will not let a drop of water through even if a hose is played on them. A slightly larger cruiser was the Banfield "32," the latest development of the popular and seaworthy sea skiff. Here was another well-thought-out job, with plenty of room both on deck and below, and one that can be driven at high speeds, even in rough water. A small cockpit forward, "in the eyes of her," was a distinct feature.

When it comes to the runabouts, there was such a raft of these slim mahogany speedsters that one's head almost whirls when it comes to sorting 'em out and classifying them under their trade names. In all of these runabouts there has been a distinct forward step noticeable in the last year. Perhaps the most important change is the tendency towards sedan tops over one or more of the cockpits. This is something that will commend itself to anyone who has ridden in one at 30-miles-per, or better, for there is always some spray flying and if there is any wind it is difficult to keep dry in a fast boat. That Dart sedan top, which looked like the freeboard of an automobile, was a nifty affair, and gave the boat a smart appearance. Chris-Craft, too, had an enclosed "cab" that affords a lot of comfort. The Chris-Craft line was unusually complete and this year the Algonac concern shows eleven different models, from the 22-foot Cadet up. The list is unusually comprehensive and meets any demand.



A Dodge Watercar, partly planked, showing the excellent construction.



The Alloy Boat Company's Slipper attracted a lot of attention.

The Dodge Boat Works also had a fine exhibit. Not the least interesting was the Watercar with one side left unplanked, showing the excellent Dodge construction. For high speeds the Watercar Senior, 30 feet long, with a Packard "1242," caught the eye and held the attention. The Gar Wood 28-foot sedan runabout had a novel seating arrangement, and was a fine job. The Down-Easter, an 18-footer, was an excellent piece of designing and building. Then there were Sea Lyons, Sea Sleds, Hacker Dolphins, Albany Boats, that all had something distinctive to offer, and two Fay & Bowen family runabouts of moderate speed for everyday use. All in all, it was a wonderful collection — one that cannot be matched anywhere in the world.

The engines seen at this year's Show indicated as great an advance as did the boats. The new models brought out by many of the manufacturers apparently meet the needs of every conceivable class of service, and left little to be desired. There is a growing tendency to use reduction gears, giving the advantage and economy of high engine speeds with efficient propeller speeds without taking up any more room for the power plant. The Diesels, also, were seen in increasing numbers, and in smaller sizes, thus making them for the first time available for the smaller yachts.

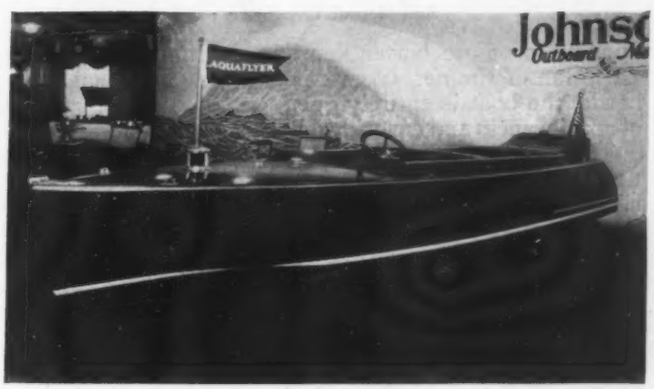
The Outboards for 1928

THE casual visitor to the Show may have missed many of its features, but he could not help but be impressed with the outboard motors and the boats built especially for them. Not only on the mezzanine floor, where the outboards were displayed in all their glory, but on the first and third floors besides, the "egg-beaters" were constantly turning up, hitched onto a Sea Sled tender, a racing hull, or a runabout with upholstered seats, steering wheel, and all the trimmings.

The advance in outboards is notable not only in the tremendous increase in numbers, but in a startling increase in power, and a decrease in weight per horse power; and the critical observer found many improvements and innovations in the latest models turned out by the enterprising manufacturers.

Perhaps the most noteworthy new model, and one of the most powerful, was the Elto Quad, with no less than four cylinders and 18 h.p. Weighing but 97 pounds, it was remarkably compact and shipshape, and a highly refined mechanism in every way. The Elto Speedster, a 2-cylinder 7 h.p. outfit, was there for those who want speed in a light, fast hull, while the old reliable Service Twin was ready for those who want a steady, reliable 4 h.p. motor for all-around use. All the Eltos carried battery ignition.

Johnson showed the largest and most powerful outboard of the lot, the Giant Twin, an immense affair which looked powerful and rugged enough to push a battleship. The regular model, with full equipment, is said to develop 18 h.p., and the racing model up to 25 h.p., truly remarkable power when one remembers the little fellows of only a few years back. Alongside the Giant Twin was the Big Twin, developing a good 10 h.p., the Standard Twin,



The new 17-foot Johnson Aquaflyer was built of aluminum alloy.

a 9–13 h.p. outfit, the popular Light Twin, and the tiny light Single, weighing but 26 lbs.

The Evinrude models had an addition in the shape of the Fleetwin, a 55 lb. motor which develops 6 h.p. The Speeditwin has seen a remarkable increase in power to 16 h.p. with weight of 86 pounds, with greater simplification than ever before. The Fastwin has been developed from a 4 h.p. machine to a 12 h.p. motor, with weight of but 69 lbs., while the Sport Twin, a 44 lb. model, well suited for all-around utility purposes, is retained.

Lockwood showed the Ace, a 49-pounder which develops over 6 h.p., and the Chief, developing 10 h.p. with weight of 69 lbs. Many new features and refinements were found in both models.

The Caille Motor Co. showed their new Racer, developing 10 h.p. on a weight of 65 lbs. It can be fitted with a tractor propeller for racing purposes in place of the usual pusher type, and has several other gadgets for increasing power and serviceability.

A newcomer was the Hartford Sturdy Twin, manufactured by the Gray & Prior Machine Co. It followed conventional outboard design, weighed 57 pounds, and is good for 4000 r.p.m. It looked like a fine husky outfit, good for all-around use and a good turn of speed when called upon.

One of the largest and fanciest of the "outboard runabouts" was the new model Johnson Aquaflyer, a 17-footer built of a new aluminum alloy, with two cockpits, upholstered seats, wheel steering, etc. A Johnson Giant Twin, with electric starter, generator, battery, etc., was installed in an after enclosure, controls

A comprehensive array of hydros, tenders and "family boats" greeted outboard enthusiasts at the booth of Bruno Beckhard.

being at the steering wheel. A 23-foot cruiser, also equipped with a Giant Twin, was shown on the main floor, this craft having a trunk cabin, berths, ice box, and other fittings for cruising.

The Faybow Middy, of the Fay & Bowen Co., was a fine looking mahogany yacht tender, with plenty of room and comfort. The Gesswein Co. showed two husky models, a 16-footer and a 14-footer, with recessed stern for the motor, with hatch over, windshield, wheel steering, etc. Speedcraft showed two models with motor installed in a well amidships, where the motor and all controls are within easy reach of the helmsman.

Sea Sled outboards, one of which won the recent Catalina Island long distance race in stormy going, were shown in 13-foot and 16-foot models, the latter having two cockpits and looking as though she could negotiate a lot of rough going. Haynes-Griffin showed an able-looking tunnel stern boat which showed good speed and remarkable maneuvering qualities in the "movie" display.

The light, racing type of outboard boat was so prolific as to make one's head swim. Bruno Beckhard, the Sage of Flushing, had an impressive display of craft of all types — Herbst Specials, Cute Craft, and other racers, besides the more rational products of Dan Kidney and the Lyman Boat Works, two models of the latter firm being good, husky craft with a remarkable turn of speed. Then there were the famous Baby Whales, built by D. N. Kelley & Son, of Fairhaven, Mass.; a splendid array of high class boats of all types and sizes by the Penn Yan people, including the Baby Buzz, Ceestepper, and Beehydro.

(Continued on page 141)

Model of artistic steel float with two covered slips for motor boats, exhibited by the Walsh-Bugbee Company. It is floated by 55-gallon steel drums.

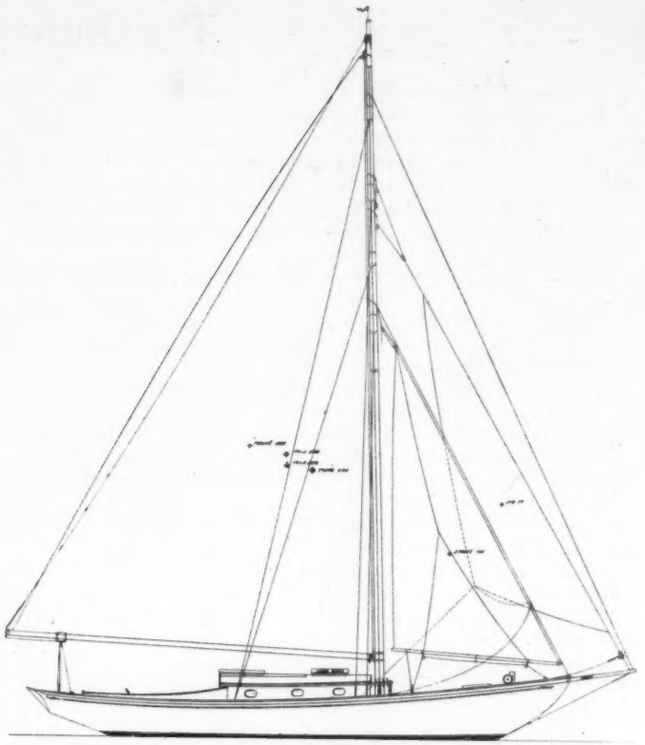
Windward—Another Cutter for Gibson Island

AMONG the many recent additions to the growing fleet of yachts which make their home port at Gibson Island can be added the 35-foot cutter *Windward*, whose plans are published on this and the following page. She is from the board of Philip L. Rhodes, N. A., of New York, and is being built at the yard of M. M. Davis and Son, Solomon's Island, Md., for Aubrey L. King, of Baltimore. Her dimensions are: l.o.a. 35′; l.w.l. 25′; beam, 9′6″; draft, 5′; sail area, 630 sq. ft.

Mr. King's requirements were for a smart boat which could be easily handled by himself and his two youngsters, and that would afford comfortable sleeping accommodations for four people on short cruises. The profile shows a sweeping sheer, well proportioned ends, and Marconi cutter rig of moderate height as rigs are reckoned nowadays. Due to the draft having been kept down to 5 feet, the lateral plane is fairly long in order to provide good windward performance. The sections are quite firm, indicating good stability, while the ends are nicely fined out. The diagonals and buttock lines indicate a fine turn of speed.

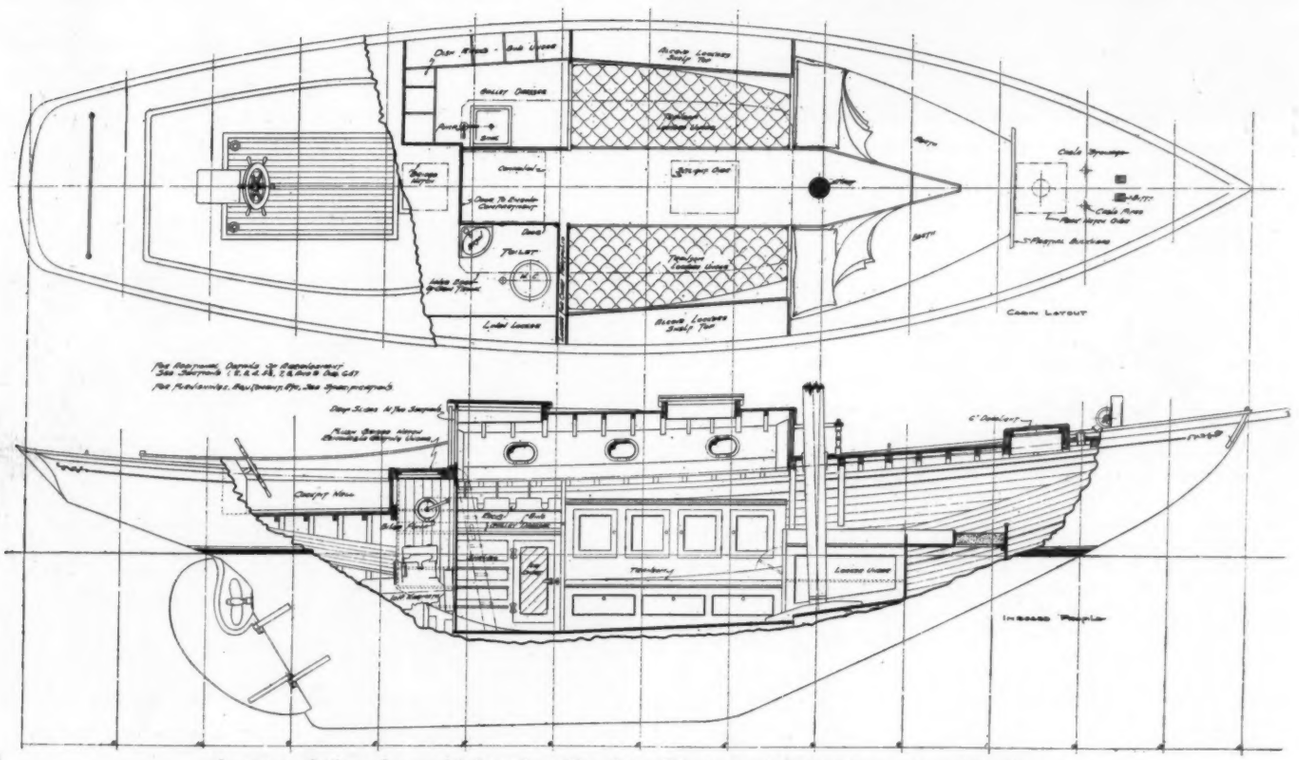
The mainsail will be equipped with a roller reefing gear, and the jib with a Wykeham-Martin furling gear, making sail shortening an easy and fast operation. The forestaysail should prove an excellent sail under which to go through the more severe of the squalls for which Chesapeake Bay is famous at certain seasons of the year.

While the layout is more or less conventional, several features will bear close scrutiny. Descending the companion steps we find a good galley to port with enclosed toilet room opposite. The main cabin, containing two transom berths, is amidships, with two more berths forward. These two berths, however, are not separated from the main cabin so as to make a stateroom, there being no bulkhead between, this arrangement having been decided upon to promote better ventilation. In fact, with the exception of the necessary toilet and engine room bulkheads, the boat is entirely open, creating an atmosphere of spaciousness and ensuring a light, airy cabin.

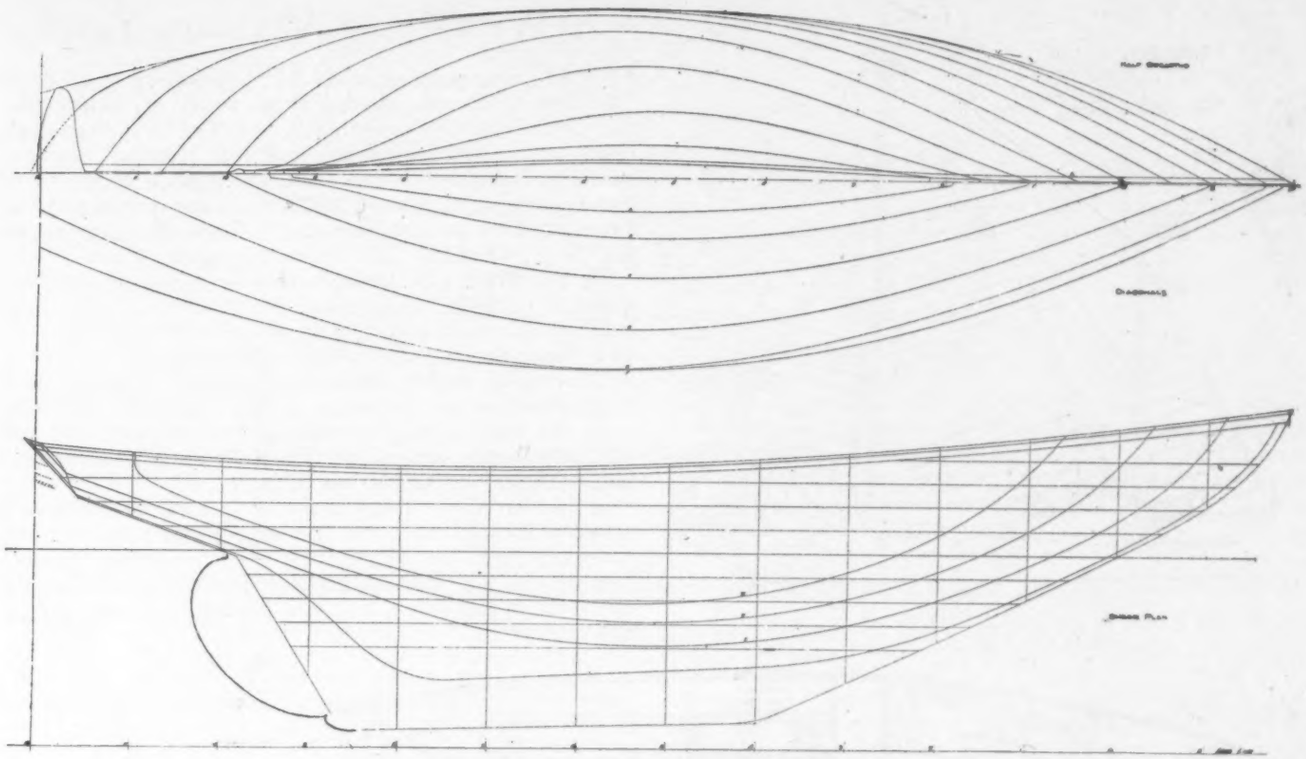


Sail plan of *Windward*.

The 8–10 h.p. 2-cylinder Kermath motor is installed under the bridge deck, and should drive *Windward* a good six miles an hour with a feathering wheel. The motor is easily accessible through a wide door in the engine room



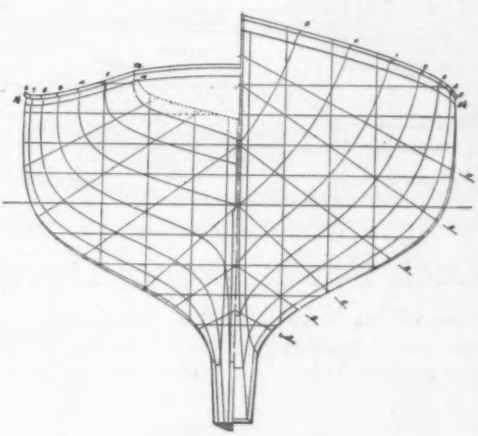
Accommodation plan and inboard profile of the Rhodes-designed 35-foot cutter *Windward*.



Lines and sheer plan of the cutter *Windward*.

bulkhead, and ventilated by a flush bridge hatch, the latter being provided with a removable grating to prevent someone taking an unexpected dive below.

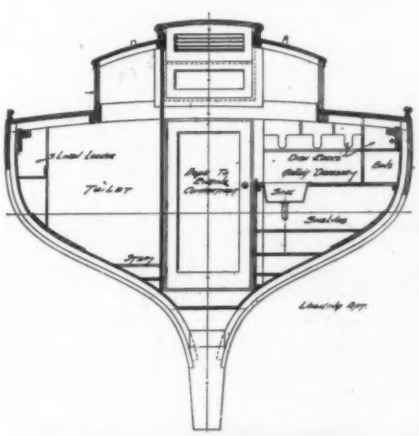
Ample stowage space is found in forepeak and lazarette, while lockers and drawers have been worked in wherever practicable. Plenty of shelves, bins, etc., are provided for galley gear and stores, and as in other Rhodes designs, a neat chart locker has been worked into the forward toilet room bulkhead. Full length lockers for "shore clothes" are noticeable by their absence, these being considered unnecessary by many Gibson Island yachtsmen, as they always "shift" in their homes ashore, which are located close to the cozy yacht anchorage.



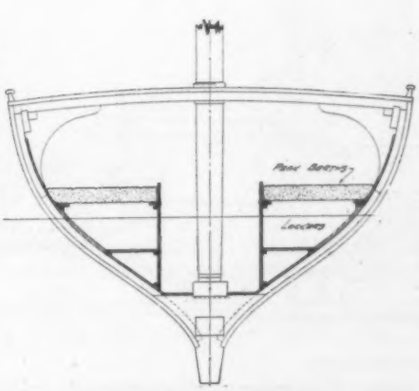
Body plan.

Two 30 gallon copper tanks, one for gasoline and the other for water, will be installed under the cockpit seats. The iron keel will weigh 4100 pounds.

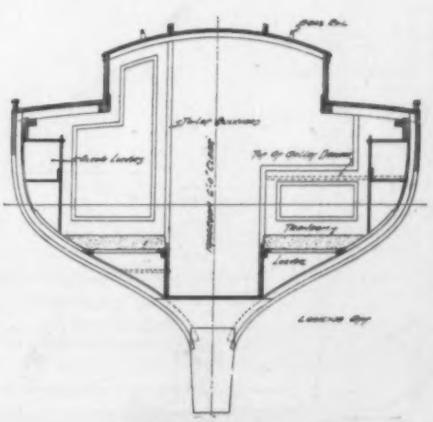
As is usual on jibs equipped with a furling gear, the jib will have a wire luff rope. The jib halliard will be double-ended, one end with a jig. The jib halliard blocks are separated, as shown on the sail plan, to keep the luff of the jib from twisting when the furling gear is used. The double backstay will run on a wire bridle, as on many small racing craft.



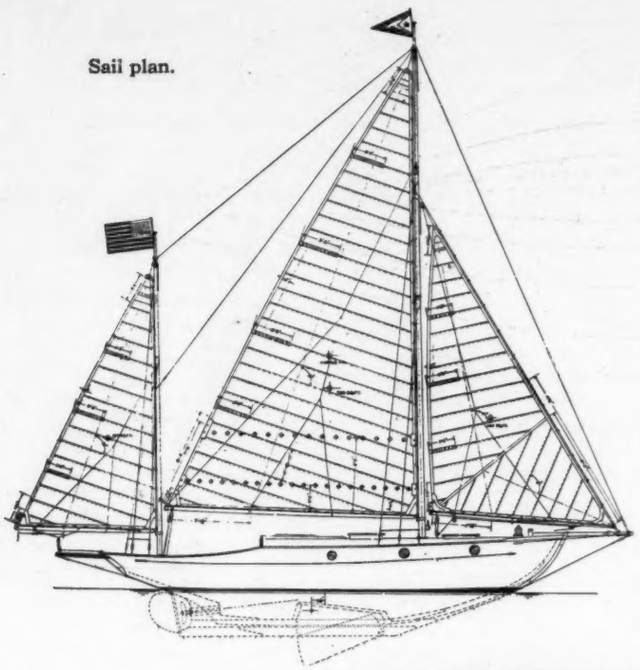
Station 7, looking aft.



Station 3, looking forward.



Station 5, looking aft.



Sail plan.

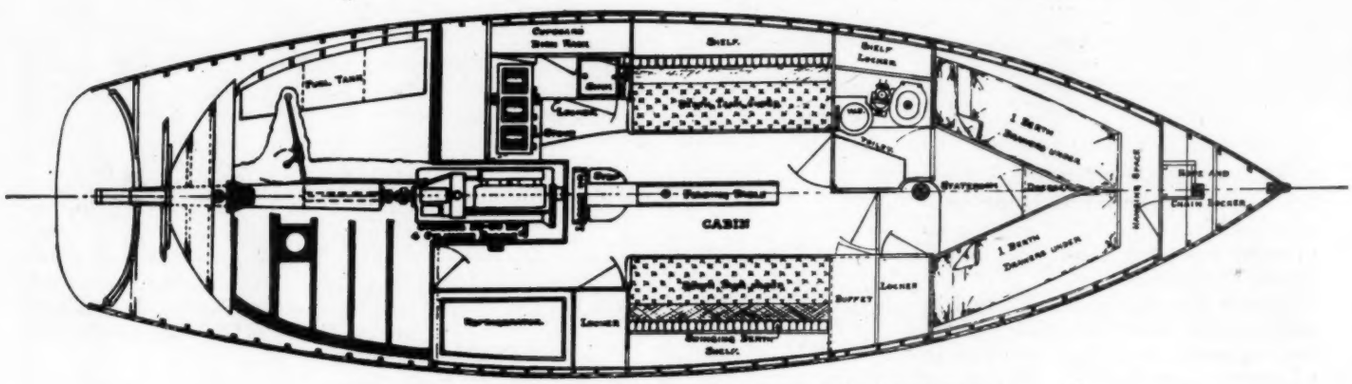
A West Coast Auxiliary Yawl

THE accompanying plans of an auxiliary yawl for a West Coast yachtsman show many attractive features quite out of the ordinary. She is of the raised deck type, with Gloucester-type bow and elliptical transom stern, designed by David W. Dickie, naval architect of San Francisco, for Arnold J. Hanscom, for use around San Francisco Bay and the Sacramento River. Her dimensions are: l.o.a., 40′; l.w.l., 30′; beam, 12′; draft, 4′ 3″.

As the draft was limited, this requirement involved stability considerations that would admit of the boat taking the bottom and righting herself when the tide came in without flooding the cockpit and cabin.

There is a double stateroom forward, followed by a toilet room on port side and locker and buffet opposite, with the main cabin, containing two transom and two Pullman berths, amidships. The galley is aft on the port side with ice box and locker opposite.

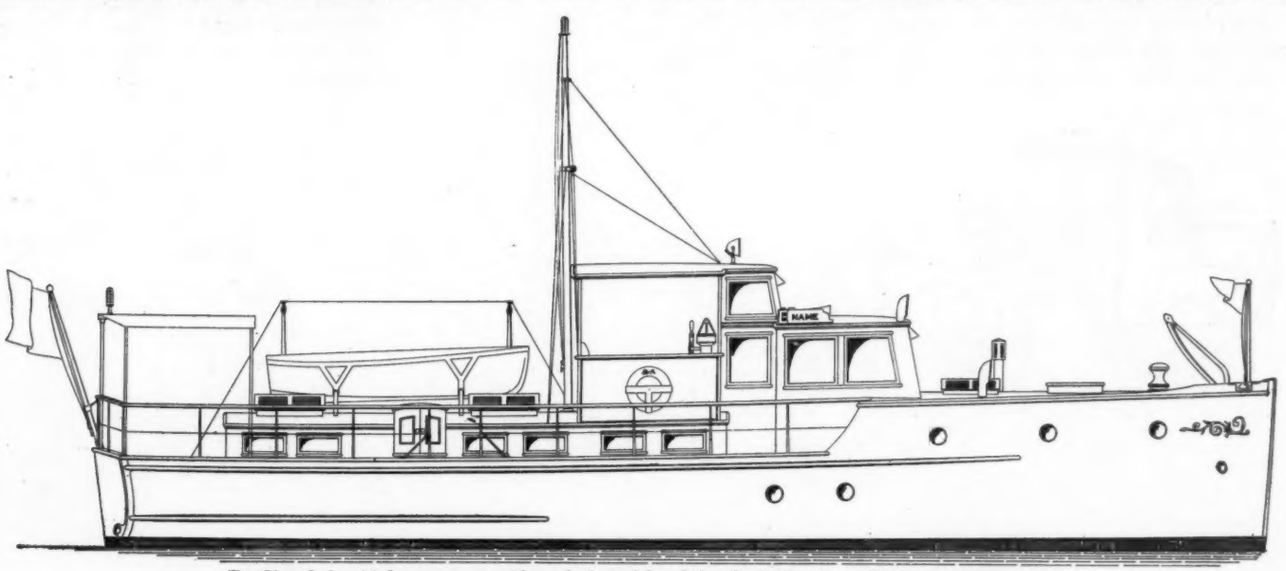
A Model MHU Stearns motor is expected to give a speed of 9 miles an hour. A special electrical outfit provides current for all purposes — fans, stove, heaters, pumps, etc. The centerboard is hoisted by a winch under the deck in the cabin, to avoid having to handle it from the deck should the boat get in irons.



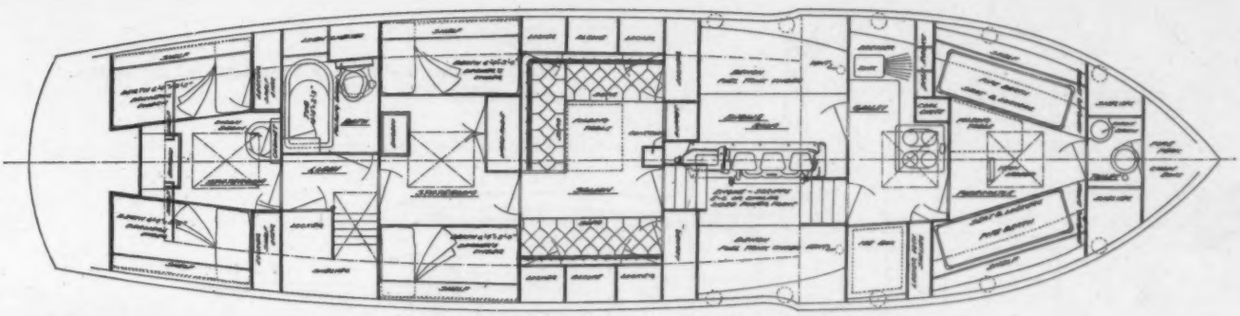
Accommodation plan of the 40-foot yawl designed by David W. Dickie.

A 54-foot Bridge Deck Power Cruiser Designed by John Alden

WHILE John Alden spends most of his working hours designing windjammers, he occasionally takes a crack at the power cruiser game as well. When he does, he turns out a shippy, handsome, able and comfortable boat which will hold her head up in any fleet, as is shown by the craft whose designs are reproduced on this



Profile of the 54-foot power cruiser designed by John G. Alden for a Boston yachtsman.



Accommodation plan of the Alden-designed 54-foot power cruiser.

and the following page. This craft was designed for a Boston yachtsman, and is a bridge deck cruiser 54 feet over all, with beam of 13 feet, 6 inches and draft of 3 feet, 6 inches.

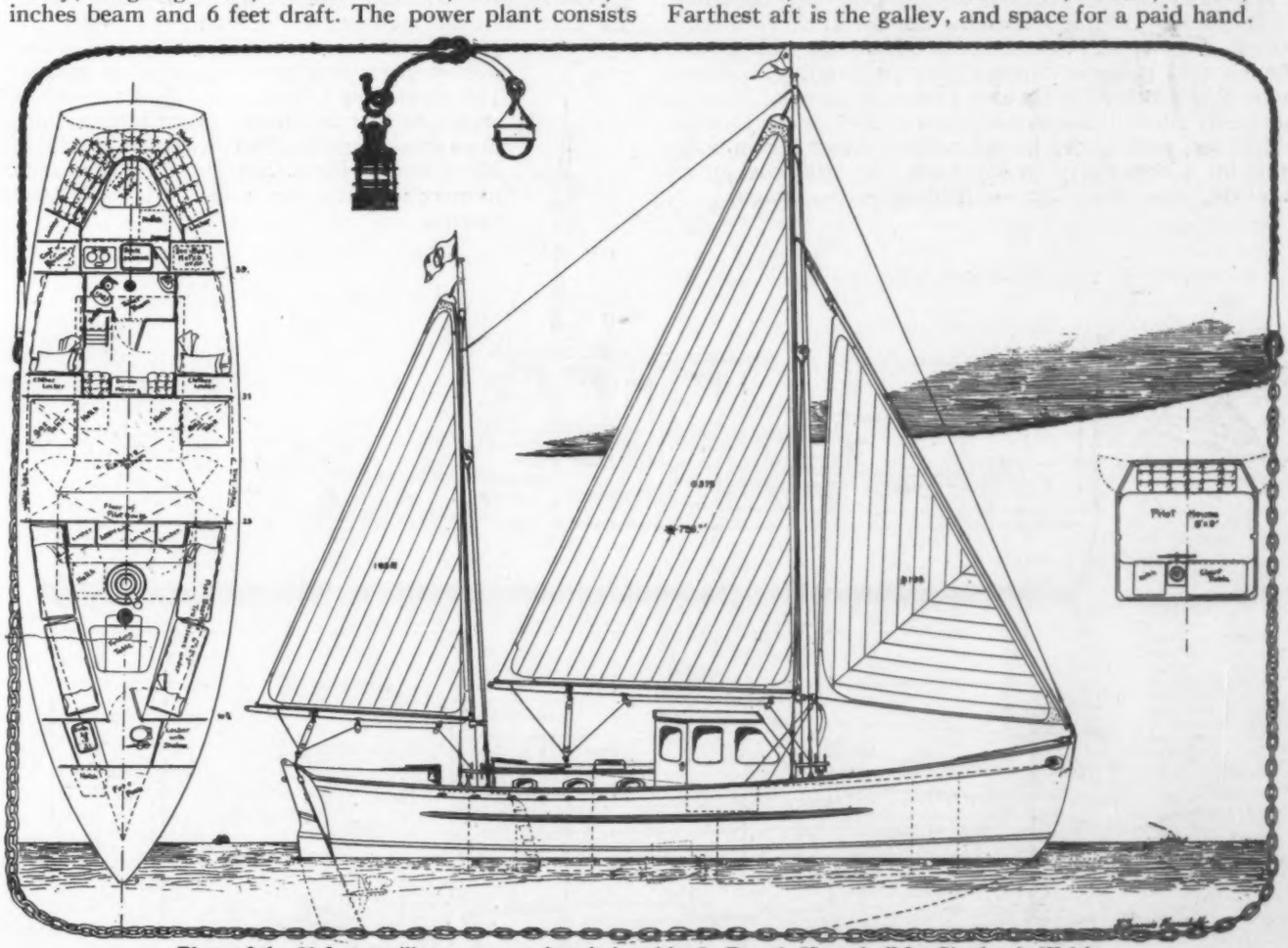
With ample deck space and a fine deckhouse and bridge, there are fine accommodations below besides. Forward are found the crew's quarters, with separate crew's toilet, etc., and a sizable galley with steps leading to the deckhouse, or dining saloon. The motor, a Scripps E–6, is located under the deckhouse. A big main saloon is located amidships, with berths for two, while abaft this are two fine double staterooms, with toilet, bath, lockers, etc. Ample storage and locker space is provided throughout.

The designer states that the engine space is easily adaptable for twin screw installation, separate electric plant, etc.

A 50-foot Auxiliary Power Cruiser from the Board of L. Francis Herreshoff

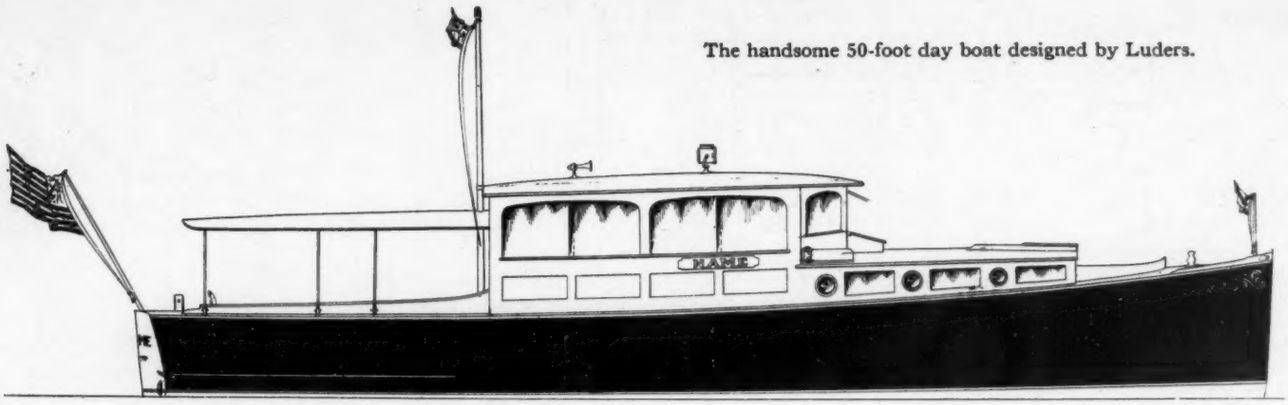
THAT L. Francis Herreshoff, the well known designer of *Yankee*, *Live Yankee* and other famous racing craft, can "do his stuff" in other lines as well, is shown by the accompanying plans of an attractive auxiliary power cruiser which is now building for Charles A. Welch, of Boston, for use around Marblehead in the spring, fall and winter, and as a racing tender in the summer. She is a husky, seagoing craft, 50 feet over all, with 14 feet, 6 inches beam and 6 feet draft. The power plant consists of a pair of heavy duty, 4-cylinder 40 h.p. Lathrop engines, with an auxiliary jib-headed ketch rig of 725 sq. ft.

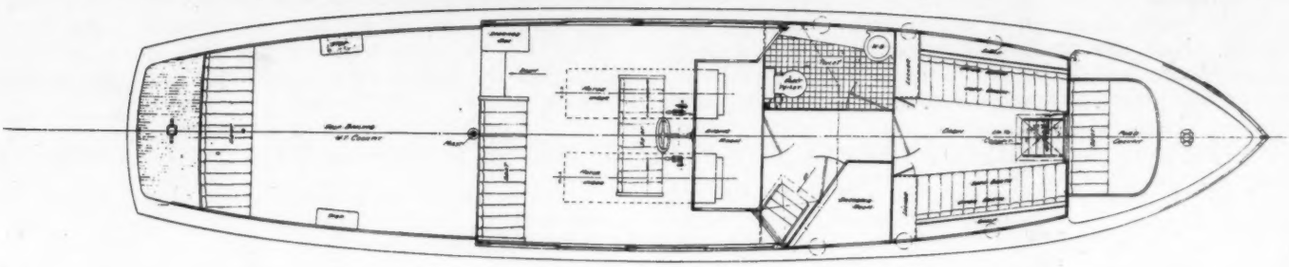
The accommodations below decks are decidedly interesting. Forward is a large, open cabin, with four berths, and large heating stove in the middle, and toilet, lockers, etc., forward. Abaft the motor compartment is a room designed as a ladies' room, entirely shut off from the rest of the boat, with its own toilet room, lockers, bureau, etc. Farthest aft is the galley, and space for a paid hand.



Plans of the 50-foot auxiliary power cruiser designed by L. Francis Herreshoff for Charles A. Welch.

The handsome 50-foot day boat designed by Luders.





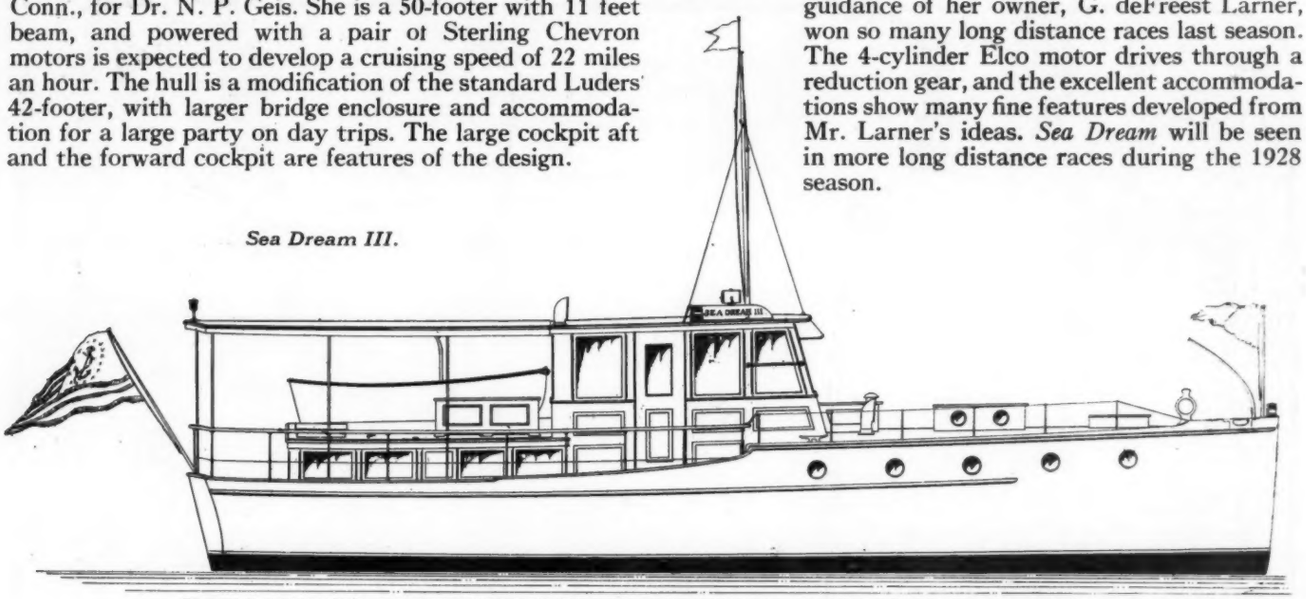
A Handsome Day Boat

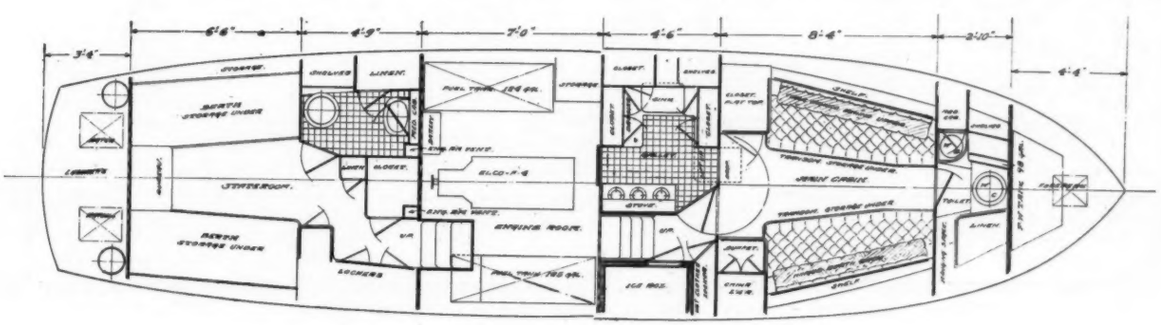
ABOVE are the plans of a handsome day boat now nearing completion at the Luders Yard, Stamford, Conn., for Dr. N. P. Geis. She is a 50-footer with 11 feet beam, and powered with a pair of Sterling Chevron motors is expected to develop a cruising speed of 22 miles an hour. The hull is a modification of the standard Luders 42-footer, with larger bridge enclosure and accommodation for a large party on day trips. The large cockpit aft and the forward cockpit are features of the design.

Sea Dream III

BELOW are the plans of the famous *Sea Dream III*, the Elco-built and powered 42-footer which, under the guidance of her owner, G. deFreest Larner, won so many long distance races last season. The 4-cylinder Elco motor drives through a reduction gear, and the excellent accommodations show many fine features developed from Mr. Larner's ideas. *Sea Dream* will be seen in more long distance races during the 1928 season.

Sea Dream III.





The Hoodoo

'TWAS off the Doldrums east by west, I'll tell what come to happen —
I wuz a-setting on me chest, the crew they was a-nappin',
When our good ship, the "Shuffleboard," her Capting Ezra Packard,
Fergot what she wuz goin' to'ard and started runnin' backward.

I jumps up standin' all a-dazen, I gives a grampus snort, sir!
Then to the Capting bluff I says, "It pains me to report, sir,
That we has changed bow on by stern, progressin' tail by muzzle,
And if our good ship doesn't turn there'll be a nawful puzzle!"

"Ho!" sez the Cap and "Brash me dark!" with turrible emotion,
And as he spoke our trusty bark backed on across the ocean.
We whizzed along through many a sea, now past the East Phalanges,
Past North and South Americky, past Europe and the Ganges.

"This must be stopped," the Capting cried, "before the waves has strung us,
'Tis plain to me and plain to see a Hoodoo is among us."
Then spoke the steward Lucretius Glue, "Though I ain't superstitious
I got a cook at Sandy Hook what looks a bit suspicious.

"Fer when he left his bunk this morn — although he wasn't tight, sir,
He put his right shoe on his left, his left shoe on his right, sir.
His eyes was crossed, his fingers, too, which somethin' dire suggested.
His legs was bowed and pigeon-toed, and even his words wuz twisted."

"Bring up the wretch forninst-o'me!" commanded Capting Packard,
"That I may see who's drivin' we bow-on by stern and back'ard."
And so, and so we went below that Hoodoo wretch to summon,
And dragged that Yap before the Cap — and gosh! he wuz a rum un!

His nose wuz long and p'inted port, his chin wuz sta'b'd listed,
His feet had growed quite pigeon-toed, his eyes and words wuz twisted.
We arsks the wight from whence he came: he answers feebly, "John, sir!"
And when we arsks his Christian name says, "Portland, Oregon, sir!"

His pigeon-toes began to tap, his bow-loop legs began to caper,
He kicked away the Capting's cap and arsked for pen and paper.
"Out o' me sight!" the Capting cried, "ye cuttle-pated loon, ye!
Put on yer coat and man yon boat — we are going to maroon ye."

The Hoodoo did as he wuz bid, sardonically smilin'.
Then with a shout we rowed him out toward a desert islan'.
We put beside him on the sand a quart of lemon jelly,
A keg of pickled oysters and the works o' Miss Corelli.

And so we left him on the sand among them rocky cloisters,
A-reading Miss Corelli now and eatin' pickled oysters.
Then straight our good ship "Shuffleboard" she started for'ard nicely
And took the gale in every sail, northeast by south precisely.

WALLACE IRWIN

[*Reprinted by courtesy of Smith's Magazine*]

Star Class Entries for Havana Series

THE full list of entries from the United States for the Havana Star Class races which started on February 16th were as follows:

Western L. I. Sound	*Irex III*	E. A. Ratsey
Central L. I. Sound	*South Wind II*	W. J. McHugh
Gravesend Bay	*Fleet Star*	T. D. Parkman
Massachusetts Coast	*Midge II*	Gelston King
New Orleans Gulf	*Sinkin Susie*	Earl Blouin
Peconic Bays	*Budsal II*	F. H. Robinson

Cuba was to be represented by the *Delfin*, Geo. E. Patterson, of Flota Habana, and *Lisa*, F. Silva, Jr., of the Cienfuegos fleet.

Extra entries for the open events were: Central L. I. Sound, *South Wind II*, W. J. McHugh; Massachusetts Coast, a new boat, Lawrence Curtis; and France, unattached, *Talita*, Enrique Conill. Also *Lucky Lind*, J. C. Williams, of the Yvette Yacht Club.

A new unit of seven Stars has been ordered from the Greenport Basin and Construction Co. for members of the Sebonac Y. C., and will become a part of the Peconic Bays fleet. This small unit is being organized by Morgan J. O'Brien, Jr.

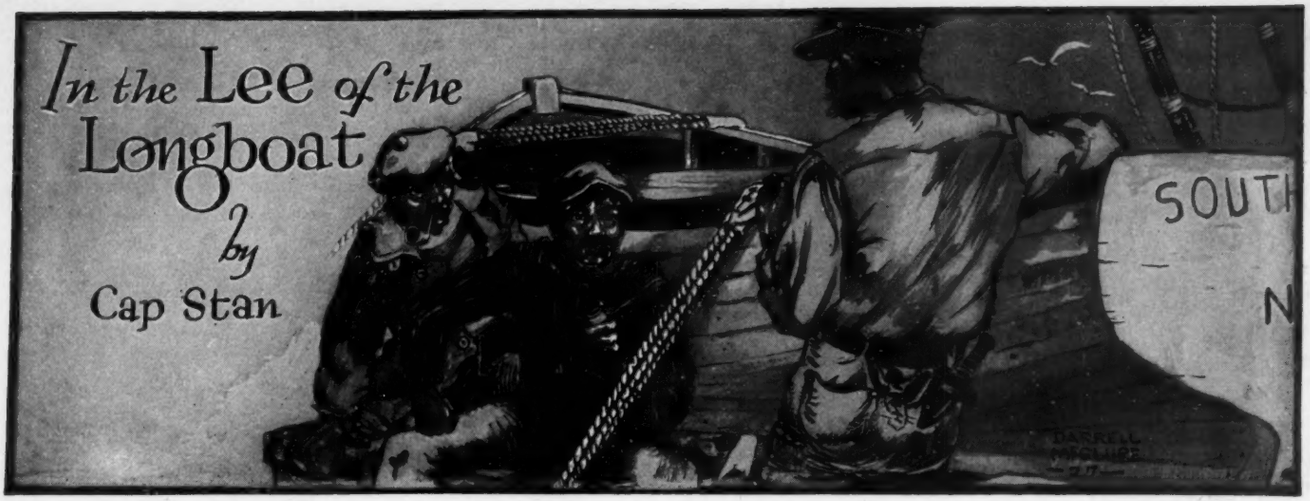
Star Class Champions of 1927

INTER-FLEET EVENTS

Event	*Yacht*	*Skipper*	*Fleet*
International Champion	*Tempe III*	Walton Hubbard	Newport Hr., Cal.
Mid-Winter Championship	*Sparkler*	P. E. Edrington	New Orleans
Cuban National Champion	*Gavilan*	J. E. Gorrin	Flota de Habana
Atlantic Coast Champion	*Mackerel*	H. W. Smith	Chesapeake Bay
Pacific Coast Champion	*Windward*	J. E. Jessop	San Diego Bay
Inter-Lake Champion	*Alya*	V. Darlison	Western Lake Erie
Australasian Champion	*Ola IV*	W. E. Swinnerton	Waitemata
British West Indies	*Polaris III*	C. S. Thorne	Barbados
Hawaiian Island Champion	*Ehukai*	E. Bogardus	Hawaiian Islands
L. I. Sound Open Champion	*Iscyra*	G. W. Elder	Western L. I. Sound
Larchmont Race Week	*Colleen*	Lucie Bedford	Central L. I. Sound
Atlantic Race Week	*Fleet Star*	T. D. Parkman	Gravesend Bay
Pacific-International	*Auriga*	Phillips & Kerr	English Bay
Bacardi Trophy Series	*Ace*	Adrien Iselin	Western L. I. Sound
Chesapeake Lipton Trophy	*Undine*	Johnson Bros.	Chesapeake Bay
Pacific Lipton Trophy	*Maia*	H. Fisher	Los Angeles
Atlantic Lipton Trophy	*Fleet Star*	T. D. Parkman	Gravesend Bay
U.S. Shipping Board Trophy	*Dream Star*	E. T. DeMoe	Lake Michigan
Novice Championship	*Dream Star*	E. T. DeMoe	Lake Michigan
International Team Championship	*United States*	Edrington, Ratsey, Robinson, and Iselin	
Captain Island Race, 41 miles	*Vega*	D. Sterling	Western L. I. Sound
Shrewsbury Race, 28 miles	*Fleet Star*	T. D. Parkman	Gravesend Bay
New Orleans — Biloxi, 100 miles	*Ochstend Star*	E. T. Jahncke	New Orleans

In the Lee of the Longboat

by Cap Stan



JUDGING by comments heard from seasoned showgoers, there were three outstanding features of the recent New York Motor Boat Show — the runabouts, Diesel motors, and the outboards. The tremendous growth and development of the fast runabouts was one of the first things which struck visitors to the Palace. One found them everywhere, of all sizes, types and prices, vastly improved over anything that had been shown heretofore. The newer, lighter, and more compact Diesels created a tremendous amount of interest and enthusiasm, and many comments were heard to the effect that the day had dawned when we were to see Diesel motors in yachts of moderate and even small size. And the outboards! They, and boats designed for their use, were everywhere. The tremendous power of the latest models, their many improvements, and the tremendous speed which the outboard-powered hulls have made, captured the fancy of the crowd, and made one wonder what the limit would be finally. Thirty miles an hour appeared to be nothing unusual for the racing hulls, while twenty or better could be had in a real runabout, outboard-driven, with starter, generator, upholstered cockpits, 'n'everything.

As for the other exhibits, either you saw them or else you may read about them elsewhere in this informative journal. Suffice to say that hordes of people passed in and out of trim, well built cruisers, ogled engines, investigated Porthole Pete's new windlass, Bill Swan's new bottom paint, Jack Wood's classy Star boat fittings, stared at the various movies, and what have you. It was a great show, better than ever before, and one which will be hard to surpass another year.

* * *

If I were to take to heart Mr. G. R. Gill's comment in the last issue on the Fastnet Race and long distance racing in general, I might easily reach the conclusion that my original criticism of the Fastnet Race, that there was something wrong either with the boats or the crews, or both, was pretty near right. For Mr. Gill openly proclaims that the entries, by and large, were a lot of tubs; and that when a bit of spray begins to fly, or it commences to rain, it is high time to call it a day and quit such foolishness. Unfortunately, Mr. Gill's remarks carry little weight. He is manifestly grossly ignorant of ocean racing, or of anything connected with it.

* * *

Speaking of ocean races reminds me that a while ago I heard a lot about a couple of entries from the Great Lakes — they were going to beg, borrow, buy, steal or charter a couple of hookers for the Bermuda Race and give the salt water sailors something to think about. Haven't heard of these entries so far. Perhaps they're holding out on us. How about it, Great Lakesmen?

* * *

At last it begins to look as though we were going to evolve a real measurement rule for ocean racers, for the same rule will be used this year in the Bermuda Race, the Hawaii Race, the Spanish Race (Class B), and the Fastnet Race. The only difference in the Fastnet Race formula and the American rule is that the Britons, who originated it, use water line length as a factor, for which we over here have substituted over all length. At the end of the season, with the results of four races to study — races of different length, sailed in different waters — we should be well along towards getting a measurement rule which will fill the bill for years to come.

* * *

Weston Martyr's description of Captain Drake and his schooner *Pilgrim* leaves one wondering just what constitutes a good boat in which to go to sea, and whether unorthodox rigging and navigation are not just as good as any other kind. However, lest we forget, Captain Drake lost one boat, the *Sir Francis*, in the West Indies, and, unless I am mistaken, lost another one, somewhere, for some reason or other. As I recall it, he hit a reef in the *Sir Francis*, being out of his reckoning on account of an unsuspected current. Hit-or-miss navigating may not mean more than the loss of a bit of distance and time when in the middle of a large ocean, but when approaching land —

* * *

There are some who belittle weatherly qualities in a yacht or other windjammer, and who profess to believe that no small sailing vessel can do anything to windward in rough water. It has been my observation that size for size, there is a vast difference in the windward ability of small cruising boats, and that some will get there while others simply wallow around and get nowhere. Most any old crate can go down hill, but it's the boat which can hike out to windward, particularly in rough water, that has the class. Just to back up that belief, listen to what the veteran writer, James B. Connolly, has to say in his latest book, *The Gloucester Fishermen:* "For the matter of that, no Gloucester vessel was ever rated high that could not go to windward in a breeze. Wind ahead and rough water is so much a part of a Gloucester schooner's life that to design a vessel which won't do well under such conditions is to waste your wood and canvas altogether." Attaboy, Jim.

The Solution of the Two Right-of-Way Problems—and Two New Ones

YACHTING received over two dozen answers to the right-of-way problems published in the January issue, most of which, we regret to say, were wrong. The proper and most clearly expressed answers to both problems was submitted by Harold A. Calahan, 55 West 42nd st., New York City, excerpts from his answers being printed herewith. The two next best replies were from Kenneth Lockett, of the Chicago Yacht Club, and Joseph W. Welch, St. Georges School, Newport.

Situation 1

"Yacht A should be disqualified on two counts:

"(1) She had no right to luff into danger of a foul with a boat to windward that was not an overtaking boat. The right to 'luff as she pleases' is distinctly limited to an overtaken boat. Yacht B did not overtake Yacht A in that she did not come up from clear astern, but converged into her position on A's beam and from a course not parallel, or nearly so, to A's course. Disqualification on this count should be made regardless of nearness of starting line or the position of a mark of the course.

"(2) Yacht A was obliged to give Yacht B room around the mark. Yacht B had established an overlap 30 seconds before Yacht A reached the mark or was ready to alter her helm for rounding. Yacht B had no election as to the side of Yacht A on which she might sail. Because of the overlap she could not pass to A's leeward."

The following rules of the North American Yacht Racing Union are quoted as bearing upon this case:

Rule X, Sec. 8. The marks used to establish the starting line become marks of the course for each class at its preparatory signal, and remain such until the finish of the race.

Rule XVII, Sec. 3. Two yachts sailing the same or nearly the same course are said to be overlapping when either yacht has no longer a free choice on which side of the other she shall pass, and the overlap continues to exist so long as the leeward yacht by luffing, or the windward yacht by bearing away, is in danger of fouling. Otherwise they are said to be clear.

Rule XVIII, Sec. 8. If an overlap exists between two yachts when both of them, without tacking, are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark.

Situation 2

Regarding Situation 2, Mr. Calahan states: "Yacht B should be disqualified for attempting a passage between Yacht A and the mark, and for calling for room when not entitled to it.

"Yacht B failed to establish an overlap entitling her to room around the mark. She could not claim to be an overlapping yacht because she was not sailing the same course, or nearly so, as Yacht A. Yacht B, approaching A at nearly right angles to the latter's course, could readily have passed astern of A, and should have done so." The following rules apply:

Rule XVII, Sec. 3. (Quoted above.)

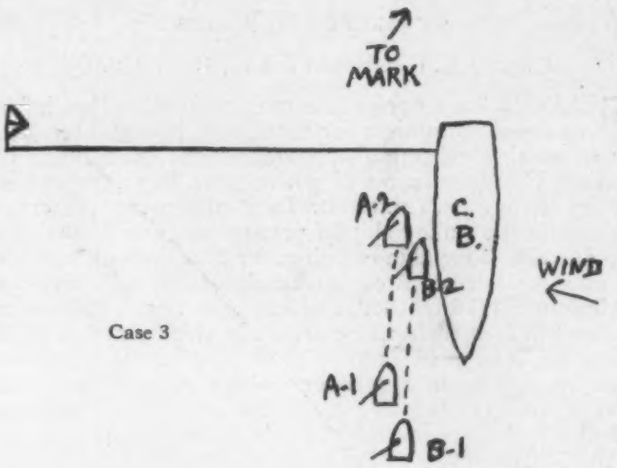
Rule XVIII, Sec. 1. A yacht free shall keep clear of one sailing close-hauled.

Comment

Many of the answers received show that readers do not understand the definition of an "overtaking" yacht, when a yacht may and may not luff another yacht, the difference between overtaking and converging, and when the starting mark becomes a mark of the course. A thorough study of the rules and definitions governing these situations is strongly recommended.

Two More Problems

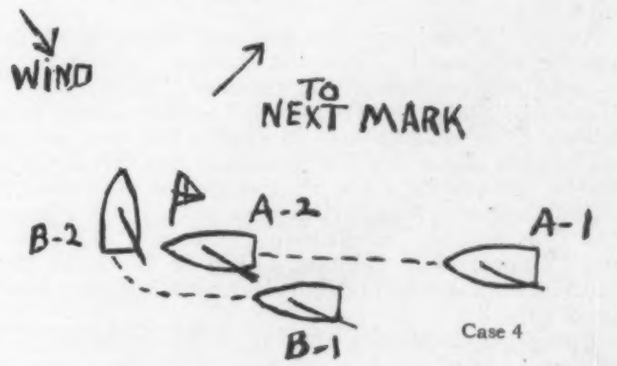
We present below two more problems. For the proper and most clearly expressed answers to each of these questions YACHTING offers a year's subscription. The solutions will be published in the May issue.



Case 3

At the start of a race, two boats are in position A-1 and B-1. The Committee Boat (C. B.) is over 100 feet long, the starting line having been established between a flag on a buoy and flag near stern of Committee Boat. Wind and course to next mark as indicated on diagram. Yacht B has no overlap on A as latter reaches bow of C. B. At position 2, A is partially blanketed by C. B. Yacht B catches a puff, establishes an overlap on A when both boats are about amidship of C. B., and calls for room.

Does A have to give B room?



Case 4

Two yachts, A and B, both on starboard tack, are approaching a mark which is to be turned to starboard, B being ahead and somewhat to leeward of A. B reaches mark, and alters her helm to tack and go around mark, but loses headway in steep head sea. A holds her course and strikes B's main boom.

A claims she was on starboard tack, and had a right to hold her course. B claims she was clear ahead of A when she altered helm to round mark, and claims A should have kept clear. Which is right?

Debutante III Retains Stuart Trophy

Debutante III, owned by the Oshkosh Ice Yacht Club and skippered by the veteran John Buckstaff, of Oshkosh, defended successfully the Stuart Trophy, emblematic of the world's ice yachting championship, in a series of races over Lake Winnebago February 5th.

Debutante obtained the necessary three victories in successive races, easily outdistancing the remainder of the fleet. The yacht shattered the world's record for the 20-mile course February 4th, covering the distance in 39 minutes 44 seconds.

Books for the Yachtsman's Library

Etchings and Lithographs of American Ships

By George C. Wales

(Charles E. Goodspeed & Co., 1927. $20.00)

SELDOM has a book come to our attention that holds as much of interest for those who love the sea and ships as this collection of etchings and lithographs of George C. Wales, some of whose work has appeared in recent issues of Yachting. In it the artist preserves faithfully the sailing ship of past generations as perhaps no one else is capable of doing, for Mr. Wales has made a most detailed and comprehensive study of American ships from 1776 to 1860, and not only knows them as a sailor but sees them as an artist. In this collection of 77 reproductions of his work with etching needle and lithographic crayon, he covers the whole range between those years, from the brig *Lexington* and the sloop *Providence*, the beginnings of our navy, to the gallant clippers of the Fifties of the last century, and the Western Ocean packet dreadnaught. Here are to be found ships of the old navy, whaleships, China tea clippers, West India traders and coasters — all faithfully portrayed and executed with feeling and appreciation.

The written notes on the different types Mr. Wales draws are equally interesting to the sailor of today and to those who know the history of our ships only casually. They show careful research and painstaking accuracy. In his drawings, especially those of calm weather, he catches the indefinable feeling of the sea that every sailor knows.

Among the etchings that are particularly intriguing may be mentioned "Light and Baffling," a brig trying to make progress through a belt of calm; "Kinder Thick;" "Calm;" "Stand By To Let Go" — the softest, most delicate thing imaginable — in which a brig has just laid her topsails aback to come to anchor; and "Outbound." In the lithographs a few that might be mentioned as making a special appeal to the sailor are "Old Timer;" "44 Gun Frigate Constitution;" "Sloop Providence;" and "Clipper Ship Houqua." But to name all that make an appeal would be to include practically the entire list of titles.

Brought up in Boston, the author (he should really be referred to here as the artist) was constantly "browsing about the wharves studying square riggers" at a time when the docks of that old seaport were still full of "sail," generally with a sketch book in his hand. He supplemented his observations by studying old books on seamanship and the leads of rigging which supplied him with details of old rigs now obsolete. An architect by profession, he started in to etch his drawings some ten years ago, having been taught the technical processes by Mr. Paxton, the painter. Throughout this period covered by the etchings the gain in technique is steadily apparent, though from the very first his knowledge of the sea in its many moods, of ships and the atmosphere that clings to them, is clearly seen.

It is a book every seaman will prize; every collector of marine literature will want.

H. L. S.

Joshua Barney

By Ralph D. Paine

(Century Company, $4.00)

THE sometimes cynical twentieth century may still find a breath of fresh life and enthusiasm in tales coming down the years from the War of the Revolution. The exploits of a Paul Jones during the infancy of the American navy do not stand alone. To most of us, probably, the name of Joshua Barney means little, but behind that good old-fashioned name lies the story of other maritime struggles, of the pride of a new nation striving for position and freedom. Thanks to Ralph D. Paine the almost forgotten story of Joshua Barney has again been presented in all the vividness associated with those early days.

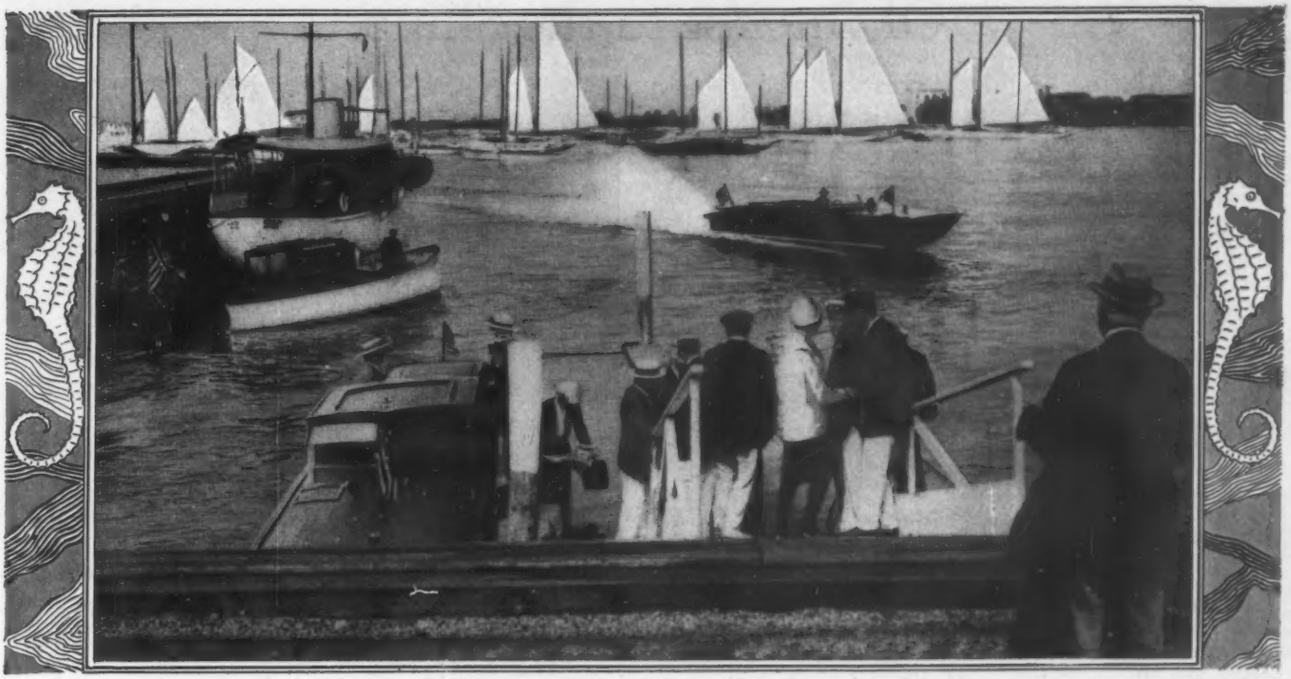
The book itself reflects the enthusiastic nature of a youngster from Maryland — a youngster who at the age of ten had determined to go to sea, and that not in seagoing New England, but in agricultural Maryland. It was enthusiasm that made it possible for him to "get away with it" when he found himself master of a ship in the middle of the Atlantic.

Humor lies rich in the first pages of this book. At fifteen Barney took a ship into Nice, ignored the governor, went over the Alps on a mission to the king, and came back to be met by the same doughty governor, with brass band and dinners. The sheer nerve of the youngster in getting into scrapes and coming out on top runs clear through his life and through this record of it. Scarcely sixteen, this young mariner was the first man to display the American flag, and he was present when the first foreign nation greeted the new flag with a 21-gun salute. At the end of the war Joshua Barney commanded the entire American navy, the *General Washington*.

The audacity of this boyish skipper in seamanship and naval fighting is perfect joy. It was not only nerve and seamanship that made it possible for the *Hyder Ally*, under young Barney's command, to whip the *General Monk*. Quick headwork, and cleverness to the extreme, aided in the escape from a British frigate standing by. Again we see the joy of living for Joshua, in his escape from the Old Mill Prison in Plymouth. Not content with being out of the fire, he threatens to visit Henry Laurens in the Tower of London. Another feeling of conquering power must have been his when he kissed Marie Antoinette, not on the hand, but on the cheek. In truth, Barney seems almost too rich a character to have ever lived.

Whether he was fighting for America, or enlisted as Commodore of Napoleon's fleet, one cannot help but admire the youngster for his nerve and cool-headed qualities. The book itself reads so easily that it is hard to believe him scarcely 50 when he prevents total disgrace falling on the American troops in the defense of Washington. But as his life was filled with action, and must have passed all too quickly, so does this book, a true nautical biography, pass too quickly. It was with a real feeling of regret that we turned the last page. It is even worth reading over.

J. G. Stone.



Courtesy Sea Sled Corp.

Look at this Sea Sled Specification!

STUDY ~~ these Sea Sled Specifications

MODEL 23 SEA SLED

HULL MEASUREMENTS: *Length*—22 feet, 10 inches. *Width*—5 feet, 10½ inches. *Length of Cockpit*—6 feet. *Draft at Rest*—21 inches. *Draft at Speed*—18 inches. CONSTRUCTION: *Bottom and Sides*—Double mahogany with canvas laid in white lead between layers; copper fastened. *Deck*—Canvas covering. *Stem*—Fir. *Keel and Chines*—Straight grain white oak. *Frames and Floor Timbers*—Straight grain white oak, reinforced with steel. *Engine beds*—Douglas fir. *Upholstery*—Highest grade spring cushions, textile leather covered. *Finish*—Bright mahogany, six coats of Valspar. *Accommodations*—4 passengers.

Courtesy Sea Sled Corp.

IT is the policy of the Sea Sled Corporation to put only the best products into the building of their craft. To carry out this ideal, the manufacturers use Valspar because they know it is the only varnish that successfully resists water and weather, gasoline and oil.

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

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386 Fourth Avenue, New York, N.Y.
CHICAGO • BOSTON • DETROIT
W. P. FULLER & CO., PACIFIC COAST

Of Interest to the Skipper

Chrysler Marine Engine Makes New Sales Record

Behind the announcement that the Chrysler Corporation will produce a companion for its 100-h.p. Imperial Marine Engine lies a story of one of the most remarkable sales successes ever accomplished in the motor boat industry. The new Chrysler product, to be known as the Chrysler Royal Marine Engine, fits into a lower price field than the Imperial.

Announced late last spring, the Chrysler Imperial Marine Engine was adopted immediately by the nationally known firm of boat builders, Chris Smith & Sons, of Algonac, Mich., as standard equipment for the new Chris-Craft Cadet, then ready for the market. The reception accorded the Cadet was phenomenal, and the demand for the new craft speedily ran to unprecedented heights.

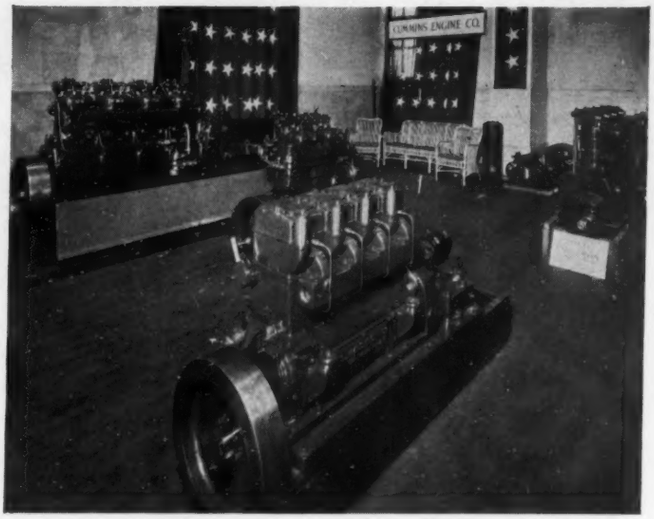
It is said by well-informed observers that the sales of the Cadet in the first two months of its production attained an aggregate value of over half a million dollars. No previous season in the Chris-Craft's history ever brought out such remarkable public acceptance, it is stated.

Other makers of runabouts shared in the success of the Imperial's first year. The new power plant was installed in succession in a number of nationally known craft, including the 26-foot Dodge Watercar, the 22½-foot Dart and the 30-foot Corsair Cruiser.

The new Royal Marine Engine is now in production, and was on view at the National Motor Boat Show of 1928. It is produced in two styles, a high duty engine developing 82 h.p. at 2,800 r.p.m. and weighing 765 pounds, and a medium duty engine developing 30 to 50 h.p. at 1,000 to 1,600 r.p.m. with a weight of 875 pounds.

High duty motors are built in types A and C. Aluminum is used in them for gear case cover, reverse gear case and cover, inlet and exhaust manifold, flywheel housing and cover, and cylinder cover plates. They are fitted with oil coolers and 1½-inch carburetors. Medium duty engines are in type A only. In these the oil cooler is eliminated, the carburetor is 1¼ inches and the parts named are made of cast iron.

Many of the engineering innovations which featured the design of the Imperial Marine Engine are incorporated in the Royal. It is of the L-head type, six cylinders, with block cast integral with a specially webbed crank case.



The 4-cylinder model U enclosed light weight Cummins Diesel engine attracted a lot of favorable comment at the Show. It is rated at 32 h.p.

Elto Quad Big Attraction

The Super Elto *Quad* made its bow at the National Motor Boat Show, held in New York City the last week in January. A sophisticated outboard motor public greeted this newest contribution to the outboard field with decided approbation.

The *Quad's* speed and extraordinary performance were depicted in a moving picture film in the Elto booth, and they were viewed with delight and amazement by thousands. Many who appreciate the limitations of outboard motor design and construction congratulated Ole Evinrude upon the extreme simplicity of the *Quad's* design and upon the fact that he was able to apply four-cylinder principles to an outboard motor without disturbing its essential balance or adding unwieldy weight.

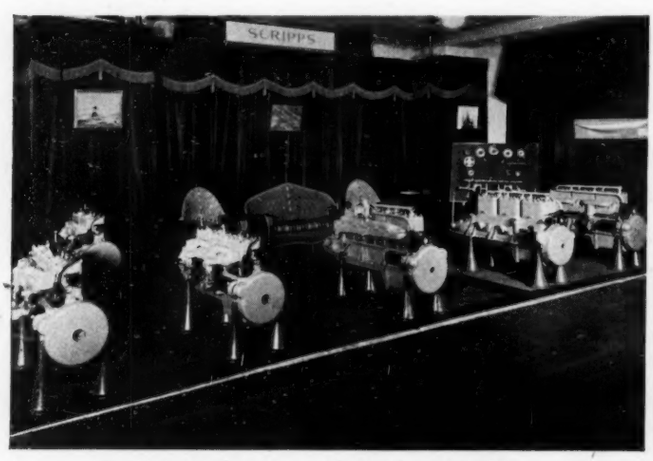
The Elto Company reports an extraordinary volume of *Quad* sales as a result of the Show. A number of boat builders who displayed the *Quad* on their craft made many sales of complete outfits, both in racing craft and outboard runabouts. Among these companies were the Fay & Bowen Engine Company, the Sea Sled Corporation, Penn Yan Boat Company and Old Town Canoe Company. The Elto Company states that although they are now in production on the *Quad*, they anticipate delivery problems, so great is the interest in the new engine.

Valentine & Company Occupy New Quarters

Upon completion of nearly a century of steady growth, Valentine & Company, makers of Valspar, Nitro-Valspar and other varnish and lacquer finishes, announce the removal from the present offices at 456 Fourth Avenue to the large new building at 386 Fourth Avenue, at 27th Street. Here they will occupy the entire 17th and 18th floors overlooking the sight of the historic Madison Square Garden.

This move is the fifth made by Valentine since headquarters were first established in New York in the early 'sixties. As in other cases the move is made to provide much needed space for a rapidly expanding business. The new quarters will

(*Continued on page 136*)



The 1928 Scripps line at the Motor Boat Show.

The Kermath models made a most comprehensive line.

Kelvin & Wilfrid O. White Company

38 Water Street, New York City ☆ 112 State Street, Boston, Mass.

SPECIAL SALE

Sextants • Clocks • Peloruses • Protractors

These are reconditioned instruments and are guaranteed to meet every service need. If you buy from this lot and are not completely satisfied you will find your money waiting for you.

SEXTANTS

Metal Octants graduated to 15–20 and 30 seconds on silver, complete with various telescopes and in mahogany boxes. Mirrors re-silvered and adjusted for index error. Also a few sextants. $20.00 Each

A few *Octants* practically new, also various sizes and types of *Sextants*, including Navy instruments and merchant types as well. $25.00 Each

Sextants of various American and foreign makes, silver arcs and verniers, graduated to 10 seconds, complete with various telescopes, mirrors resilvered, instruments adjusted, in first-class condition. $30.00 Each

A few *Sextants* especially good, with star glasses, similar to previous paragraph. $40.00 Each

The boxes of these instruments show wear from handling and being packed, but the instruments themselves are all in practical shape, and we do not hesitate to offer these to you if you are interested in owning an instrument at a moderate price.

BOAT CLOCKS

We have a large number of boat and deck clocks, 3½″–4½″ and 6″ dials, 7-jewelled, made to Navy specifications, all of which have been thoroughly overhauled and put in first-class condition, cast brass bases refinished, new dials, hands, etc., so that they are practically new in appearance and in ability to give good time.

Prices range from $16.00 on the 3½″ size; $20.00 on the 4½″; and $25.00 on the 6″ size. This is an opportunity certainly not to be missed.

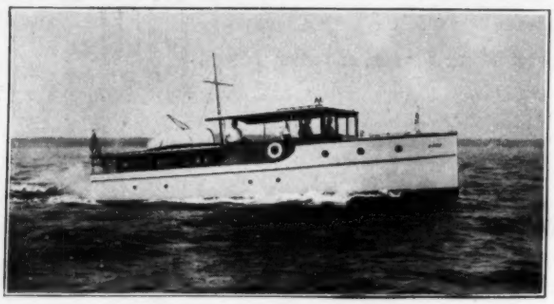
For those interested in piloting and shore navigation, we have some fine 3-Arm Protractors made of German Silver and brass, and with silver arcs and verniers, extension legs, etc., the normal price of which is $100.00 to $125.00, and which we offer to the public for $25.00 to $35.00, depending on the size and condition.

We also have a variety of Peloruses — 6″–7½″ and 10″ dial sizes, that can be adapted to any situation.

You can see this equipment at either of our stores in Boston or New York. Should you not be able to do this, we shall be glad to send you a descriptive circular with details of the instruments themselves. Should you desire to purchase any one of them, send us your check for the amount and we will select for you the best instrument of its kind on hand at the time your order is received. You may return it if you are not satisfied, and your money will be promptly refunded.

The two cuts above do not represent the actual instruments, but are only suggestive.

Fleetwing "Forty"



"The Cruiser Supreme"

Powered by BUDA!

HERE is America's outstanding cruiser value. The Fleetwing is a distinctive, comfortable and economical marine home. Its popularity was acclaimed and impressed on the marine world at the New York Motor Show.

Greenport Basin & Construction Co. — builders of the Fleetwing "Forty" — have held a foremost position as designers and builders of marine craft for many years. Their name is your guarantee of highest quality, best workmanship and thorough mastery of minute detail.

The Fleetwing "Forty" is equipped with a Buda GM–6, six-cylinder marine engine 4½" x 6" — with high turbulence head, double ignition and special oiling system. Speed from 12 to 14 miles per hour.

¶ The Buda Company is proud to welcome the Fleetwing into the ever-increasing family of Buda-Powered sea craft.

Buda distributors are located at points of vantage and will be pleased to give you full particulars on Buda Marine Engines. Their location and service organization is also your assurance of immediate attention whenever needed. And these distributors are backed by The Buda Company — established 47 years — who enjoy an unbroken record of integrity and financial responsibility.

Buda Marine Engines are built by a pioneer manufacturer of gasoline engines — nationally known and nationally distributed.

Write for Bulletin No. 632 — which shows Cruisers and Runabouts Powered by BUDA

THE BUDA COMPANY

Established 1881

HARVEY (Chicago Suburb) ILLINOIS

BUDA MARINE POWER

How It Is Done in Newfoundland

(*Continued from page 79*)

generally sharp enough and is actually kept to a "hollow ground."

Of course, we have left the most important information to the last — the coast and tributary waters. As for scenic beauty, there is nothing on our Atlantic seaboard comparable. The coast line is rugged and rocky, with innumerable deep water harbors. These usually are from five to 20 miles apart and afford good protection in any blow. The shore line, for the most part, is a matter of precipitous cliffs with soundings of from ten to 100 or more fathoms, carrying right to the shore. There is no beach, and we advise anyone in trouble along this coast to just "write-off" his whole outfit, including himself. This statement is based on the past experience of others. Alibis and "post mortems" among the seafaring population are very rare. When you get in trouble here, you stay in trouble.

The fogs have already been mentioned. Throughout the year they are of almost daily occurrence. A good sample of the weather was afforded us when we brought *Grilse* from Bay Norde to Port au Basques — a matter of about 60 miles. We started in a hard rain storm which turned to a cold, misty fog. When we got out from the high lands of the river to salt water, we left the fog and came to comparatively clear weather. Continuing down the coast, we struck a heavy head sea from the west, with small drift ice on occasions. Later, we ran into a very heavy snow squall out of the north, followed by light fog. Port was made in bright sunshine with a south breeze to help. The temperature on this stretch changed from 40 to 24 to 60 — and all within eight hours.

It is in order to mention the government officials with whom we came in contact. From the superintendent of the Newfoundland Post Office, and including our first contact in North Sydney, N. S., the captain and officers of the government steamer from here to the Island, the collector of the port, who is the ranking government official at that end of the Island, all went not only far beyond their lines of duty, but far beyond our expectation of friendship, to make this little expedition successful. We must mention that the duties of the customs officials are just as exacting there as in the United States, but the method of receiving visitors is put on a much friendlier basis. Here, a government welcome to the traveler is to be remembered as a very personal, pleasant experience.

Deep Water Sailing

(*Continued from page 67*)

as one which has not; and also, no doubt, because when they are constructed in the fine old-fashioned way upon stanchions which pass through the covering-board and are bolted to the heads of the main frames, the work is costly. But this is, I believe, the only satisfactory plan for building deep bulwarks, although for those which are shallow, angles of metal fastened through the covering-board may answer their purpose quite well.

Such are the features I would choose in a yacht intended for deep water sailing. Briefly, they are: length; easy lines; short overhangs; moderate draft; ample lateral plane; most moderate sail area; weights concentrated amidships; and bulwarks to provide security and protection on deck. I would not claim for a moment that a yacht cannot be a fine ocean cruiser unless she possesses all these features, but to the best of my knowledge these are the points which count for most in the design of a fine deep water cruiser.

(*To be continued*)

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OUTSIDE of actual boat owners and builders themselves, one infallible guide to the quality of a product lies in the kind of dealers who sell it.

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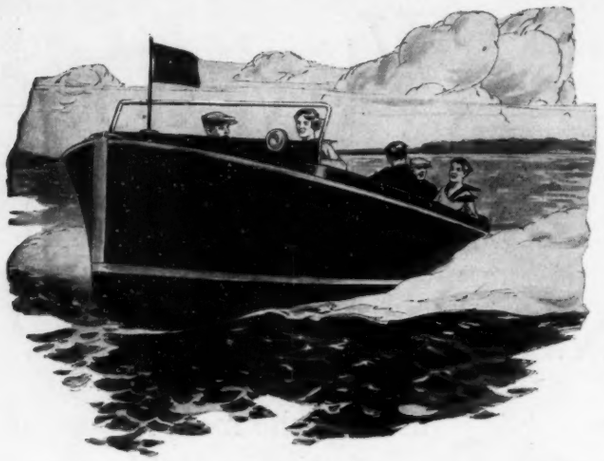
The whitest white made. Semi-Gloss. Can be washed and scrubbed. Won't turn yellow.



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LUX
Underwriters' Labeled Yacht
Fire Extinguishing System

Hard Learned Lessons

(*Continued from page 59*)

run over it and pick it up. The line was made fast and the steamer started ahead and took a strain. I had the tiller and the old man was forward supervising the work, with Bill and the cook for help. Just what went wrong I do not know, but all of a sudden the line ran out and its end, flying round the bitts with terrific force, struck the old man on the side of his head and knocked him half the length of the deck. The cook picked him up and carried him below. We were in some very bad water — a regular tide race in fact — and I did not dare leave the helm. Fine sea boat as our little vessel was, an occasional crest slopped over her stern and raced forward to the bows. The cook, however, did what he could to revive the skipper and presently came up and reported that he was still alive.

We had now to think of getting the line again, since it would not do to let the steamer leave us. For some reason she veered out a second line. Flopping round with our crippled steering gear and ram's horn tiller we managed, after many futile efforts, to pick up one of them. It was hard work getting the heavy hawser on board and hauling up enough slack so that it was not snatched overboard before the end could be made fast. By this time the cook got it made fast right.

Some providential guidance prompted me to sing out and tell him to get the hatchet and secure it in the fore rigging, in case it became necessary to cut the towline. Bill did this and at about the same time the steamer started ahead. Seeing that we were coming along nicely she opened up to ten knots — and the sleigh-ride began. Still, it was all right, except that the ketch took an occasional yaw and was very hard to steer. I had been breaking my back at that bent iron tiller since 6 A.M. It was now past noon and I began to wonder how long I could last out — and what would happen when I couldn't. It seemed strange that her yawing should grow so much worse. Twice I had to shout to the cook to come and bear a hand on the helm. We were traveling at a terrific rate and my strength was fast giving out. As a rest cure, I decided this cruise was a flop.

Suddenly she took a wild sheer and even with the helm hard over against the rail she would not come back. The towline led broad off her bows and was dragging her over, over — with her rail scooping up the seas. Riding down the crest of a steep sea, she ran at dizzy speed. The towline leaped out of water and cut the tops off the waves; further and further over she went, till half the deck was awash — and still the steamer barged on, unmindful of our distress. A feather of white floated from her stern; I saw it and suddenly I understood. The second towline was foul of our screw and they were heaving it in. *We were being dragged around broadside to the steamer's course.*

Bill was forward and I yelled to him to cut the towline adrift. How he managed with the vessel thundering along on her beam ends I do not know. It took three blows of the axe. One more and she would have swamped. But the next thing we knew she was snatched about with a jerk that seemed to rip the very stern out of her — and off she went stern first, still at ten knots.

Of course, nothing but a sharp-sterned vessel could have done it — and none but a strongly built one would have stood the strain. It had not been pleasant to contemplate dragging under, broadside-to in a gale of wind. But fortunately we could afford only one or two retrospective shivers, for there was even more trouble ahead. The steamer awoke to the fact that we were not progressing in our normal fashion and decided to stop. We fished up a bight of the fouled line with a grapnel and cut the damned thing. (I make no apology for the word.) Our

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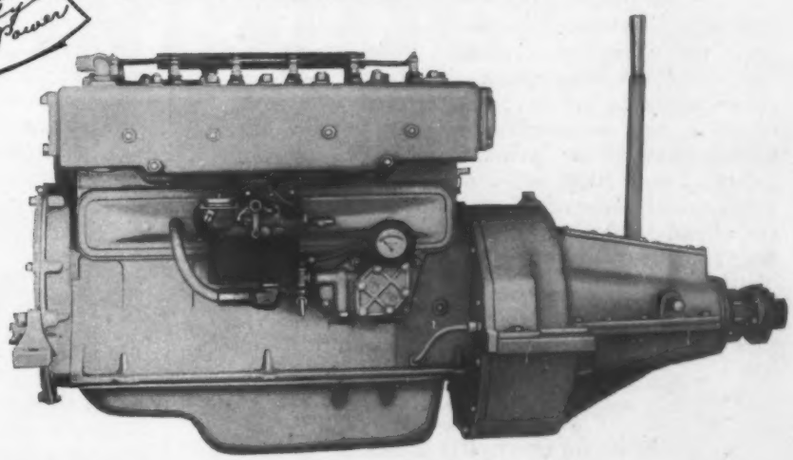

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clutch, by the way, had been jammed in hard all the time, but motor and all were turning, owing to the speed at which we were being towed. This explains how the screw came to pick up the line.

There now remained the cook and I capable of duty. Bill's back had been strained and the old man looked the color of wood ashes, though he had struggled back on deck. Perhaps he came up when she started to roll over. Anyhow, we were still waterless and more helpless than before — with two cripples on our hands. And, worst of all, Hetzel Shoal was only a short distance under our lee.

"If that steamer goes off and leaves us," I shouted to Bill, "we're cooked." And so we would have been, I believe. The steamer was lying-to, waiting for us to come up. She had an expression which seemed to say: "What the hell next?" I answered it by digging out a set of flags which meant: "Unless you stand by us we shall be obliged to abandon ship." Just how we were going to do it I hardly knew myself.

The old man, who did not know what the flags meant, bent them on to the main truck signal halliards and sent them aloft. But scarcely had the breeze caught them when the halliards parted and away went flags and all half a mile to leeward across the seas. Bill and I looked at each other. Then we both dropped on the deck and laughed till we couldn't speak.

Because there was nothing else to do we set the jib again and flopped down towards the steamer. My greatest ambition — I say it without shame — was to end my "rest cure" on her deck. If she could manage somehow to yank the ketch along behind her, well and good; but first I wanted to see our crew on her high and dry deck where there was water to drink. (We had tried tinned peach juice, but as a beverage I do not grant it much.) As we drew near, the captain began shouting from his bridge. He seemed to have something on his mind and came quite close to make us hear. Perhaps his idea was to take us off. Perceiving the danger, I tried to wear the ketch around; but she would not go. A sea bore us ahead and slammed us against the steamship's side. Twice we struck, and twice rebounded, thanks to the spring in our good oak frames.

Then the steamer's forefoot lifted slowly above our port rail. About amidships it came down — deliberately as the hand of God. Her iron stem went through our rail like putty. Down rolled our little ship: standing on her deck we put our hands against the iron bows as if we could thrust them away. All at once a kind sea rose between us and thrust us apart.

And still we were afloat! That was what surprised me most. It may have appeared to the people on that ship that we were a bunch of dubs, but they had not been working their hearts out since noon of the day before and watching one disaster after another overtake their ship. We were weary, thirsty and hurt. In addition to being unmanageable it was a question whether our vessel was strained. Accordingly, we sang out and told the captain that unless he had some better trick up his sleeve we would thank him to take us off. Running us down was not good enough — it was incomplete.

He took charge then and executed one of the neatest bits of seamanship it has been my pleasure to see. I will not even criticize him for failing to do it before. Kicking ahead slowly, he brought our bow almost under his high stern. He conned his ship from the taffrail and went ahead down wind just fast enough to maintain our relative positions. Then he had the end of a 5-inch hawser lowered down and directed us to make it fast to the ends of our two anchor chains, which had been unshackled from the anchors. Having instructed us to pay out a good scope of chain and then make fast, he started ahead. The two chains, which led through hawse pipes, formed a bridle and tended to keep our vessel straight and greatly eased the steering. Otherwise I think we should

3 to 35 M.P.H.

BOAT SPEED GUIDE

TYPE OF BOAT (1 or 2 Occupants)	SPEED RANGE IN MILES PER HOUR					
	Speeditwin	Fastwin	Fleetwin	Sportwin	Single	Inboard Twin
Racing Hydroplanes, Stepped or Plain, 9 to 14 feet long	15-35	13-30	11-25	Not Adapted	Not Adapted	Not Adapted
Square Stern Canoes 16 to 20 feet long	12-22	10-20	10-18	9-13	6-9	Not Adapted
Pointed Stern Canoes 16 to 20 feet long	Not Adapted	Not Adapted	Not Adapted	6-9	Not Adapted	8-15
Light Round or V Bottom Boats, 12 to 18 feet long	10-20	9-18	9-16	6-11	6-8	7-12
Heavy Round or V Bottom Boats, 12 to 20 feet long	9-15	5-12	4-11	3-9	5-7	5-10
Flat Bottom Boats 12 to 18 feet long	9-15	5-12	4-10	3-8	5-7	Not Adapted
Dinghies or Tenders 7 to 12 feet long	Not Adapted	9-15	9-14	6-9	Not Adapted	9-14
Heavy Work Boats 10 to 20 feet long	6-15	Not Adapted	Not Adapted	Not Adapted	4-7	Not Adapted

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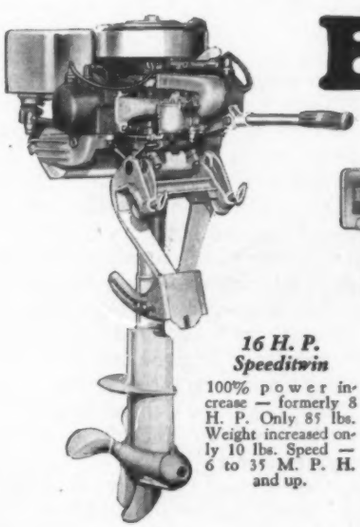

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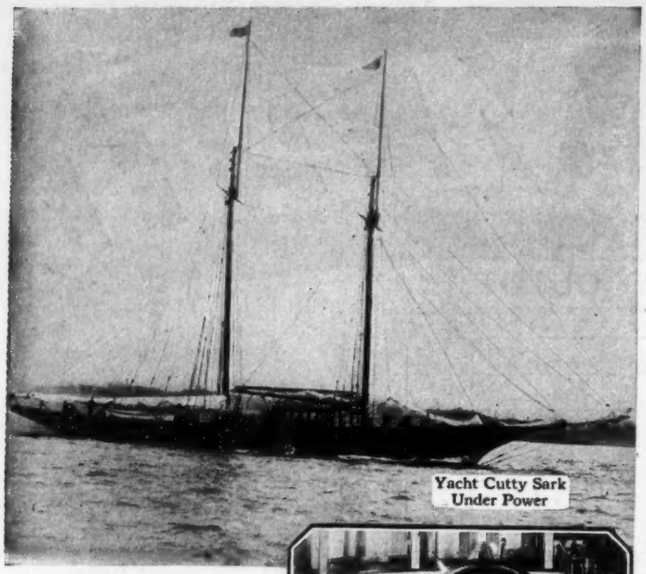
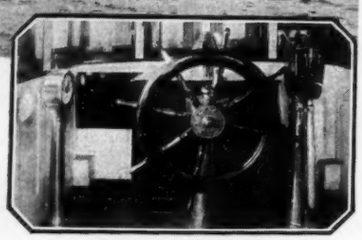


Yacht Cutty Sark Under Power



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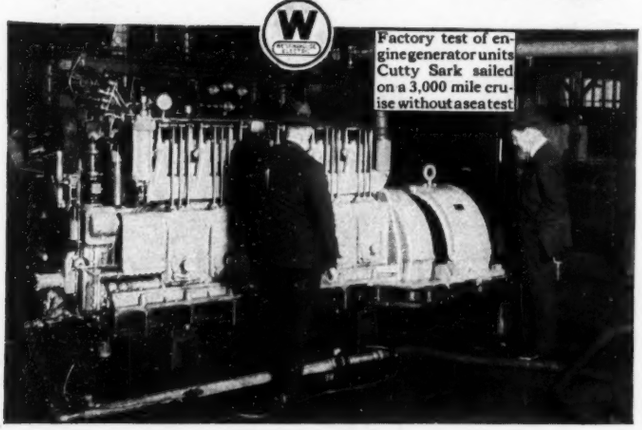


Factory test of engine generator units Cutty Sark sailed on a 3,000 mile cruise without a sea test

have played out, for he towed [illegible] whole of that night. At 7 o'clock nex[illegible] 24 hours from the time we sighted hi[illegible]e stopped and gave us a chance to strike adrift. While there was a strain on the towline we could not have done it if we wished. And I may add that there were moments during that night's ride when I would rather have been somewhere else.

With the assistance of a power pilot boat we got into the new Palm Beach Inlet, not greatly the worse for wear. That little boat must have been built like a hickory nut, for she never leaked a drop. With regard to our judgment in accepting the steamer's tow, it is interesting to note that while the weather moderated considerably next day it was three days before we could have done anything with our vessel in her crippled condition, and by that time we might have grown quite a thirst.

Now for the moral. As I said at the outset, this experience taught me that a boat needs a keel if she is *ever* to depend upon sail. It taught me also that the only way to know what is under you is to haul the craft out and see. I do not believe either the owner or his skipper had any intention of deceiving us, but we certainly had the impression that there was a lot more under her than there was. In fact, when I saw her out of water I could hardly believe my eyes. And, finally, I am not very keen on anything that is only 50-50. When it comes to going to sea 100-100 is none too good.

The 1927 Canoe Racing Season

(*Continued from page 72*)

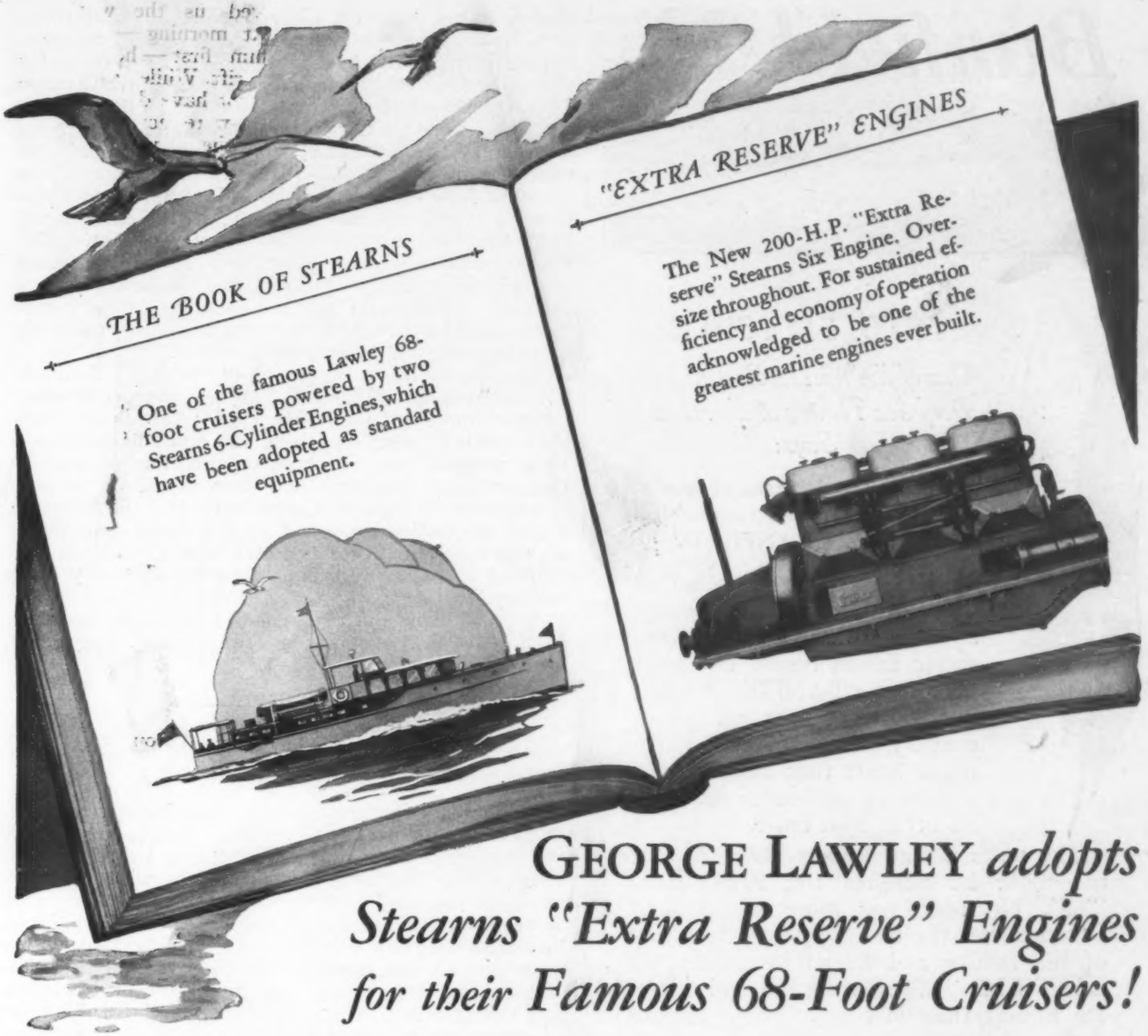
Chamber of Commerce will make a decked sailing canoe race a part of the Staten Island to Coney Island races; a decked canoe race is planned down on Sheepshead Bay, and a number of inter-club races are being planned. The Island Canoe Club, of which Shalle is a member, is already at work building a trailer so that it will be easy to move their boats anywhere.

It is reported that a one-design class is being considered by the Medford Boat Club, on Mystic Lake, near Boston, and some new boats for Long Island Sound, while all existing boats that come into the market are quickly snapped up.

From Canada, where canoeing is a well recognized sport supported by people from coast to coast, there are more than 100 canoe clubs ranging in membership from 1500 to as low as 50 members. Aubrey E. Ireland, who is, by the way, commodore of the A. C. A. this year, writes: "The prospects for next year for both the Canadian and American Canoe Associations are the very brightest and I have already received advice from various divisions of the A. C. A. that they are planning ways and means to have the best crews from various divisions, from coast to coast and as far south as Florida, present to participate in the American Championship races at Sugar Island, on the St. Lawrence, next August. Canoe racing is becoming more popular each year throughout the United States as well as Canada and before long will be one of the most popular if not *the* most popular sport."

The opinion is expressed by several canoeists that another international race in New York — for which there is on hand a fund of one hundred dollars if one of the big clubs will only swing it — would give the sport the greatest possible impetus.

Then there are the prospects of canoe racing being made one of the features of the Olympic program. This was thought of too late to make it possible for the 1928 program, but the A. C. A., through Carl T. Hatch, has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already taken up with General Douglas MacArthur, U. S. A., President of the American Olympic Committee, the possibility of the A. C. A. holding canoe races at the place and time of the tryouts for members of the Olympic Team from the United States, as a means of demonstrating to the American Committee the value of canoe racing as a part of the Olympic program. A reply has been received from Mr. Murray Hulbert, President of the Amateur Athletic Union of the United States, to whom General MacArthur referred the request, that he would be glad to take it up with the committee, and stating that the next conference of representatives of the International Olympic Committee, International Federations and delegates of National Olympic Committees, to be held in 1930, would be the time for the representatives to get the canoeing event on the program for 1932.

Speaking of the participation of the A. C. A. in the Olympic program, Hilding Froling brings up an interesting and important point. He writes: "Have any steps been taken towards equalizing the canoe limitations of those countries that now have organized canoe sport on their national programs and that are likely to send canoeists to the Olympic Games in 1932? If the American Canoe Association Rules as they now stand are enforced we could hope only for paddlers from Canada to participate, without any sailing canoeists from any other country."

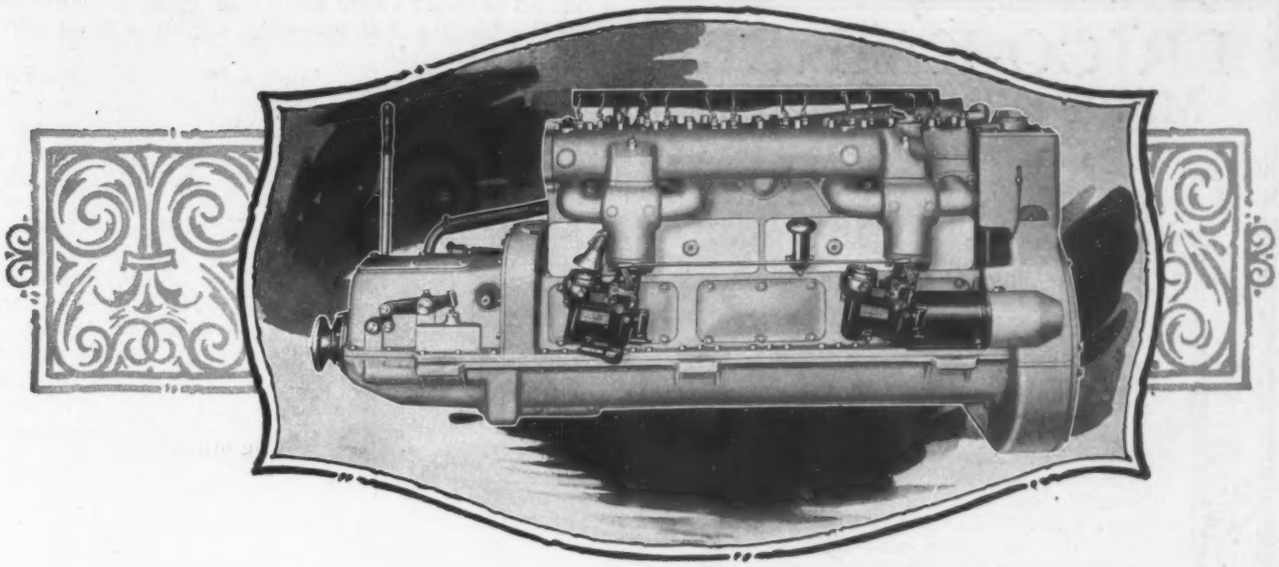
All in all, canoe racing seems to be making a place for itself in the field of sportdom quite rapidly. They really were growing pains.

Utiekah III in the South Seas

(*Continued from page 63*)

were ashore for a welcome and much needed leg stretching. It took us quite a while to make the land keep still after the last stretch aboard. Next morning we selected an Oregon spar and made arrangements with the only available shipwright for the construction of a new gaff. A week was consumed in waiting for this to be finished. At length the gaff was ready, but we decided to delay our departure another day to await the arrival of the *Sofia*, in order to collect our mail and try to get some local wind and tide information from her "old man." All this time, of course, the southeast trades were blowing strong, but on the morning we were ready to clear they had vanished completely and a light northerly, a dead muzzler, had taken their place. We were assured the northerly never lasted for more than a day. So we waited. The next day we listened to the same tale. A week later we were still being told that it was "most unusual weather" for the northerly to hold so long, but by then, tired of waiting, we slipped our moorings and started to beat up for Vavau, along the lee of the group.

Next morning we were abeam of the Haapai group, where on the beach lies Ralph Stock's "Dream Ship," sold to native owners, and allowed to go to pot. As the wind was still a muzzler and very light, we ran the engine for a spell, but she started to heat up in one cylinder. Investigation showed a lost oil dipper from the big end — an all day job to take her down and replace it. After repeated assurances from the deck that they didn't want the damned engine, and would be better off without it, Tony and I got into engine room togs, *i.e.*, took off all we were wearing — a pair of shorts — and got busy. After about three hours of grease, profanity, perspiration and barked knuckles, we had the engine neatly laid out all over galley, companionway and saloon floors. Going on deck for a "breather" out of the sweltering heat below, we arrived topsides just in time to join in as nasty a picnic as ever we wanted to be in — ship dead becalmed, and, in



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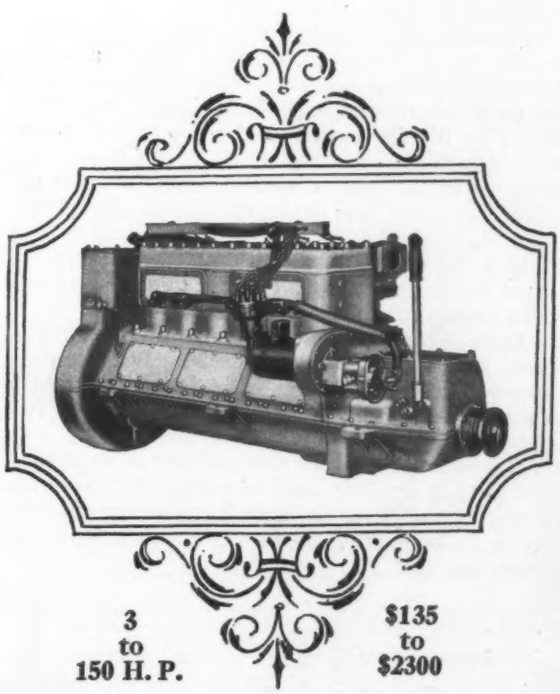

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a tide set of about a knot and a half, going straight down onto the fringing reef around a cupful of sand and a couple of palm trees.

There was nothing for it but sweeps and dinghy paddles. Four men, working like souls possessed, could just check her way and hold her offshore. After a rapid exchange of compliments between deck and engine room staff, we dived below again and fairly flung ourselves at the job of getting nuts and bolts together. Some three-quarters of an hour later, with our stern about 60 yards from the breakers, we got an offshore draft of wind, and just managed to clear the reef. We sat down, drew deep breaths, and stood each other drinks all round as a thanks offering. That evening, as we were abeam of the Volcano Tofua, the northerly commenced to veer. By the time the middle watch was on, it was again blowing southeast, and we were back on our course, logging about eight knots. This put us nicely up to the entrance of Vavau Harbor about 10 o'clock the following morning.

(*To be continued*)

Fog Problems

(*Continued from page 70*)

Holy Stone, which stands well out from the shore nearly half a mile south of Sandwich Point. We luffed to E., to clear it, then changed course back to N.E., keeping the breakers just in sight. From then on it was simple enough to follow the bold shore line to Northwest Arm where we anchored, just as heavy gusts and a deluge of rain marked the climax of the southeaster.

In the dry shelter of the cabin the chart was spread out and our dead reckoning was plotted backward from Northwest Arm and forward from a point a mile and a half south of Devil Island, where we had known our position with fair approximation. These plots met at the buoy off Neverfail Shoal (Figure 3). This buoy lies nearly a mile W. by S. from the bell on Thrumcap Shoal. On both charts it is shown distinctly as a gas buoy with no indication of a bell; nor was there any hint of a bell there in the Coast Pilot (which, by the way, seems to have been written chiefly for those who can't read a chart anyway) nor in the corrections thereto. The light list was then consulted, and there it was found that Neverfail Shoal, as well as Thrumcap, has a bell. A preliminary study of the light list would have revealed this source of confusion, but, until we were almost due at the bell, there was no hint of fog, and after the fog closed in there was little time to study the light list.

Confidence in the charts, two of which seemed quite explicit on this point, had led us to mistake the Neverfail Shoal bell for its double off the Thrumcap, and to run in on the shore between Sandwich Point and Herring Cove where, had the fog been much thicker, our position might have been uncomfortable.

Two days later, when leaving Halifax, homeward bound, we sailed close to both of these bell buoys and found them almost indistinguishable. Bright sunlight and powerful glasses enabled us to detect the name "Neverfail" in faded paint on the horizontal part of one.

We owe a debt of gratitude to those who have made the charts what they are, but their excellence should not lead us to expect infallibility in recording the caprice of the buoy setter, or in charting the numerous areas which have never been sounded.

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ON the return of the Putnam Baffin Island Expedition late last year, the Director, George Palmer Putnam told many exciting tales of adventure. One of the most interesting to the motor-boat enthusiast follows:

(Off Northern Labrador) "From Saglek Bay the ice clung close to land. For three days we were in and out of the pack, and by July 4, thanks to a northeast gale, were well beset. That night the pressure of exceptionally heavy pans put our propeller and shaft out of commission. From the 5th to the 9th a battle ensued between the crippled *Morrissey* and the ice. Continuing northeast gales cemented the pack together and shoved us slowly southward. . . . Our escape was largely due to the excellent assistance of the motor whaleboat and launch, lashed astern and shoving when there came any chance of progress."

Each small boat was equipped with a Palmer Little Huskie Engine. Mr. Putnam's experience with them has convinced him that his original selection of these engines has been amply justified.

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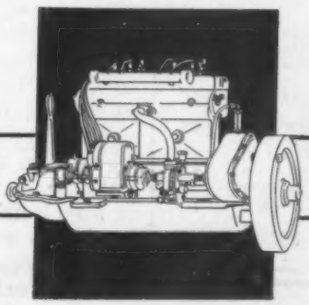
The illustration used above is from an unretouched photograph of the "Morrissey" in ice pack being pushed by Palmer-powered whaleboat.



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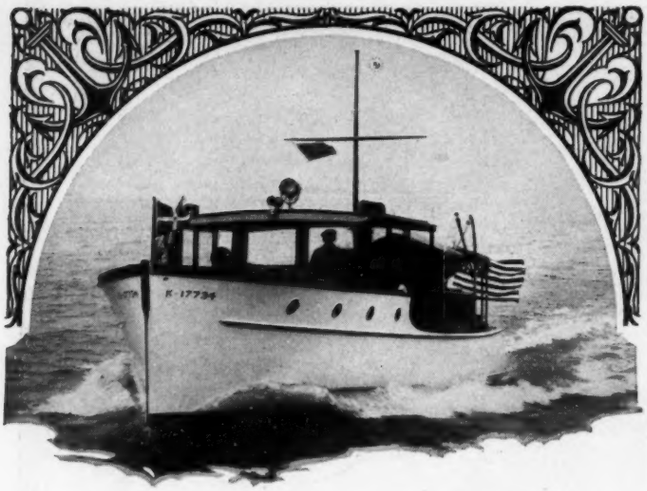

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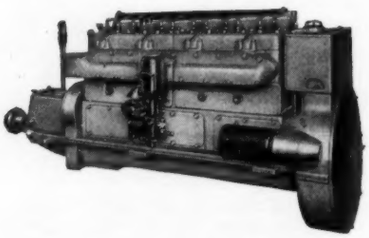

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The Rescue of the *Resolute*

(*Continued from page 76*)

cember, and the voyage was successfully accomplished with credit to all concerned, but especially to Captain Buddington, for he worked morning, noon, and night.

On the arrival of the *Resolute* at the port of New London, the British minister, Mr. Crampton, laid claim to a continuing right on behalf of Her Majesty in virtue of a notice published in the *London Gazette*, of November 10, 1854. Her Majesty, however, waived all claim and right to the vessel, leaving her at the disposal of the gallant Captain Buddington.

Shortly afterwards, however, Congress passed a joint resolution, which was approved by the President, restoring the vessel to the British Government, and this was done in 1856.

Where Quarter Is Neither Asked nor Given

(*Continued from page 82*)

slide us bodily off the ice. Either would have been fatal to our chances. If we permitted the boat to lift, that is, the windward runner raising more than a foot or so off the ice (which slows the boat up a lot) he would surely pass us if he kept his boat down. This was the ticklish leg of the race, as a lift, a luff to keep her down, or a slide, was enough to cause a win or a lose. Suffice to say, we made the leg in good shape and turned the home stake for the second round of the course. As we came about the stake I got the eight inches needed on the mainsheet while it was slack, and took it easy while Oscar gained another 100 feet to the windward flag.

On the run across the wind to the next stake we gained just a little more and had a chance to take a long breath. The rest of the fleet were in the race, all right, but we were all moving so fast that I could not report everyone to the skipper. My reports included "Knopper" and, simply, "others."

And now the long leg down-wind again, with its maximum speeds and dangers of a slide on the jibes, if we made them too short or if the ice proved too smooth for the turn. Half-way down this leg, with "Knopper" coming and no mistake, the skipper gave the word "Stand by to jibe," as we are skimming over one of those glary patches. Just then I saw dead ahead, a tiny stick, or something not more than a match or tiny piece of blowing weed, and I got set with a good grip with hands, knees and butt ready for the boat to go around. Of course that little piece of matter lying on the ice came right for us and passed under the backbone, but the rudder did not miss it — neither did it cut through — and very suddenly, yet slowly, the boat first veered off her straight course, then swung with ever accelerated speed and went "'round the ring." The speed of the swinging stern, where the crew was, became so great that eyes blurred, brains ceased to function, and became completely and almost instantaneously befuddled.

The sensation of coming to after the swing was like that experienced by a fighter regaining consciousness after a knockout. In this case as I felt her start to go, and realized that this was not the "shippy" jibe we expected to make, I thought, "Hell, we're licked now." No time for more than that. When the swing was finished I came up for air, as it were, and found that I had struck all right, and there was Oscar, too. The next thing was, "Where are we and where is 'Knopper'?" It seemed that at least a half hour had passed, and that he was surely by us. When she fetched up, though, and we had regained our bearings, we found the ship headed into the wind on the port tack and gradually gathering way. Glory be, did

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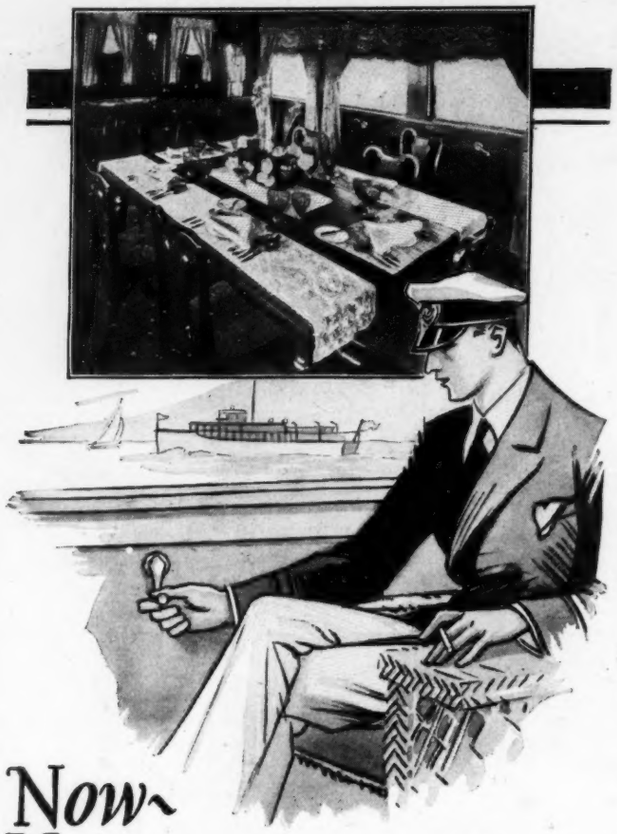

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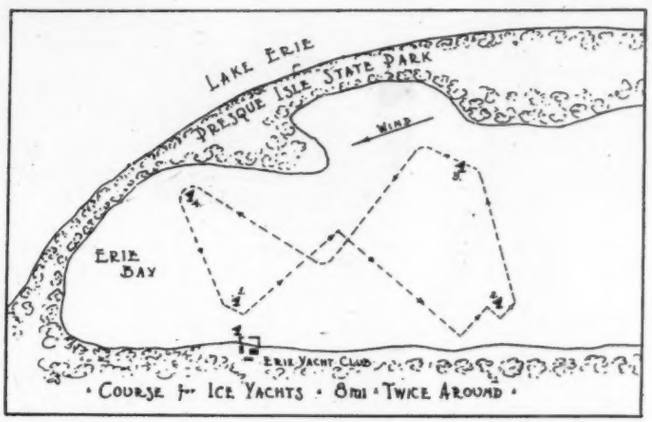
my eyes deceive me? There was "Knopper" going by some 100 yards to windward, and faster than I ever saw anything travel in my life. But we were starting to move and were between him and the stake, and still had a small chance.

Giving her a good full, not too quickly, the old ship felt the wind and in a few seconds again was off like a shot and moving just as fast as our competitor. Careful now to make our jibe as we intended, the mainsail came over in a long, smooth swing, like a gentle shadow, and here we were, stuck right for the mark — and then around it with "Knopper" roaring right on our heels. This turn at the mark was one of those supreme moments of a lifetime. Talk about a long drive — heck!

Here we were, then, with "Knopper" almost close enough to claim the rights of an overlap — anxious to cut the mark close and yet cut a short turn — the ice glary smooth and a few feet enough to decide. Traveling some 70, or maybe better, coming together would mean a bad spill with a lot of heavy iron and solid wood mixed in.

To cut her wide, hold her steady, and make your instant calculation just right — knowing full well that a



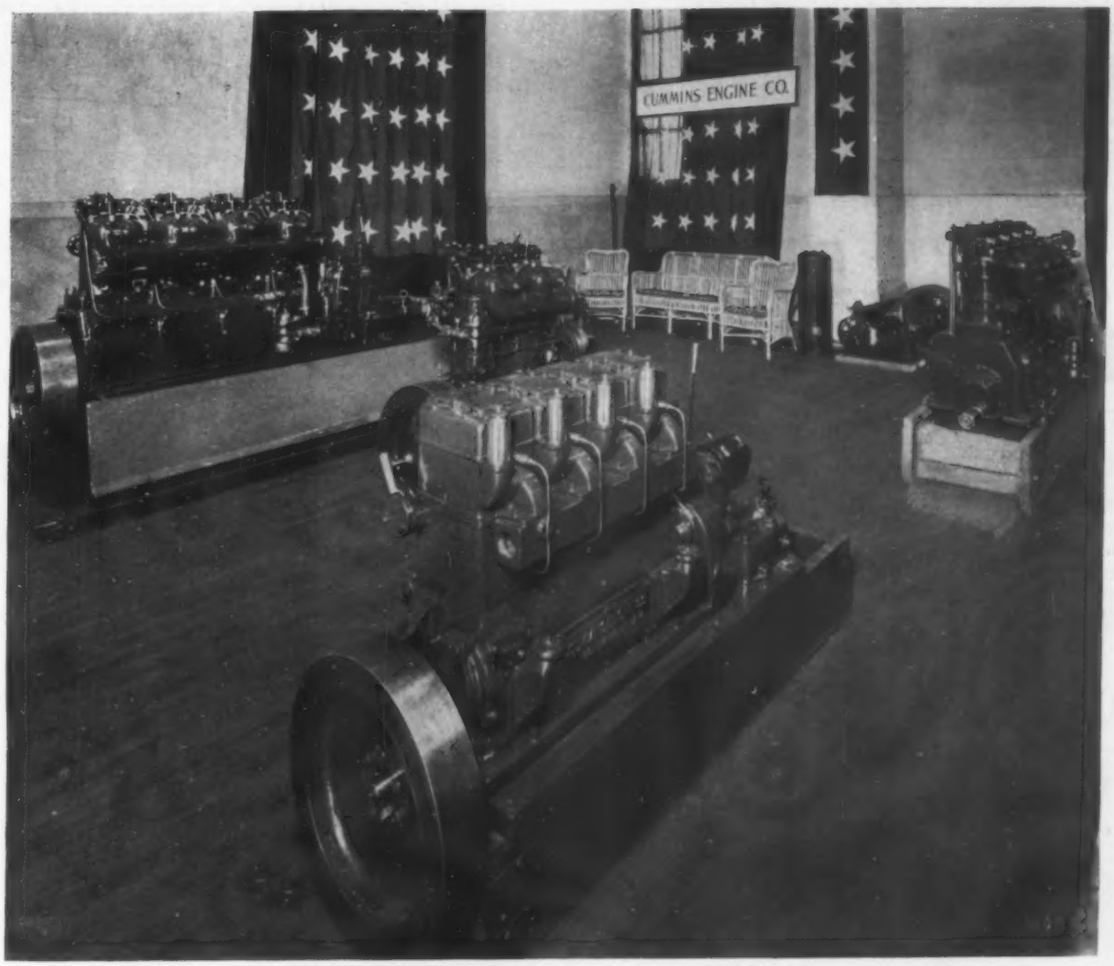
The course sailed in the race.

better man is just behind and, if you miss, he won't — takes both nerve and skill. You do or you die, and no time to ponder over it.

We made it, amidst my prayers, and now were straightened out on the last and home leg to win, if all held and we sat tight. In the gathering dusk the mark had to be guessed at to some extent, and Oscar commenced to boil a little; the prolonged excitement was a bit too much, even for a "strong guy." He commenced to reach ahead of me with one hand to help get another inch on the mainsheet, which of course added to the danger of a lift, and with only one hand on the tiller to hold her steady there was danger of a slide or a luff that would take us off the course. As I look back at it now I guess we almost had a fight out there, with each straining his eyes for the mark ahead, trying to find in the dark the stick that marked the finish and the end of this leg. Would we find it — would we make it?

It hove in sight finally, a hundred yards ahead, and then we had to get set for coming up into the wind to cross the line. This we did, Bristol fashion, and as we thundered up into the wind, gradually slowing to a standstill, there was "Knopper" right alongside with his canvas a-thunder. Then came the realization that we had turned the trick, but not by enough margin to cause any prolonged laughter. No, sir, it was a good race and we were just lucky enough to win, and that's all we have to say about it. This left us even on points for the cup, and the next race to decide the "champeen." But then the ice went out, and the final race was not to be sailed until the following season.

The CUMMINS DIESEL ENGINES were the subject of keen interest at the New York Motor Boat Show



New Model U in the foreground 4 ¼" x 6" Cummins Diesel Engine

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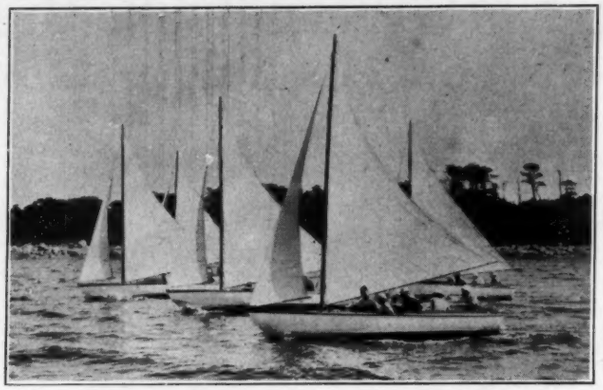

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NOTE. Did you ever hear a mainsail whip and roar and thunder, in a 90-mile breeze? When an ice boat is traveling at around 60, and then comes into the teeth of a 40-mile breeze, suddenly, as is necessary to cross the line in the driving finish of a race, you may rest assured that the sails "thunder" in that 100-mile an hour wind that is created. This is hard, even on heavy canvas, and that is why your good ice boat sailor eases his boat into the wind before coming about on the other tack, when headed into it.

A Hard-Boiled Ocean Sweepstakes

(*Continued from page 87*)

jockeying. Back came Jenkins, short of gasoline. Putting gasoline into an outboard in a seaway is a job, so when he finally got away it was as a rank tail-ender, with most of the fleet a couple of miles ahead.

As they rounded the first point they met old Mr. Boreas himself, accompanied by rain, hail and hard squalls. Slamming into

Miss Loretta Turnbull gets a handsome trophy as the skipper of her sex who stayed in the race the longest.

the first big seas, several boats took the count; with too much speed they dived under. The wiser ones took it more slowly, but as sea after sea come romping in the light ones shut down, and the red flags began to show for the patrol. Many boats never made the turn, but eight stout-hearted skippers, including Miss Loretta Turnbull, a 16-year old girl, in *By Gum*, completed the first lap of 26 miles.

During the second round the weather became worse instead of better, but Morris' little 13-footer was running fast and running dry. Some time in the second lap a loud speaker on the main street of Avalon announced *Gaucho* first, owned and driven by Ross McPhee, of Los Angeles; *Ashbridge* second, owned and driven by Fred Ashbridge; and *Sea Sled* third. At the last turn *Sea Sled* had worked through to second place, but 15 minutes behind.

Then, after an interminable wait, down the course came Jenkins in the *Sea Sled* alone. She got the gun and the committee waited patiently until the time limit had expired for the second boat to come in. She never came.

Of the 37 entries, the little stock model 13 *Sea Sled* was the only one to finish a 52-mile ocean race that was plain "Hell" from start to finish. The official time for the 52-mile course was given as 3 hours and 10 minutes, making a running time of about 16 miles an hour. So far as is known, this knocks the records for sheer, raw racing pluck. The 13-footer had not been bailed or pumped, and she brought home only five gallons of water. Miss Turnbull in *By Gum*, kept going, with great pluck, for 36 miles before giving up.

RAY BROWN

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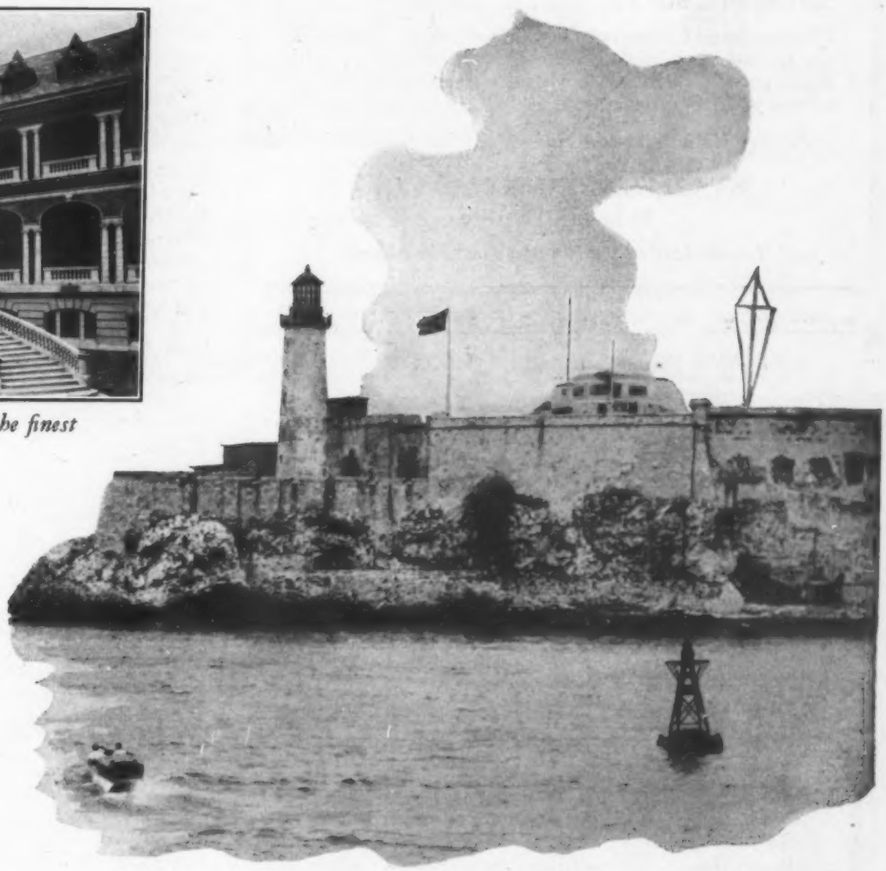

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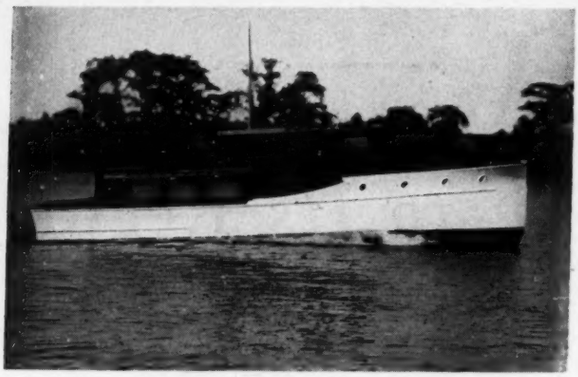
One of the famous boats which will participate



40 Ft. STOCK CRUISER
Two cabins. Berths for six.

Powered with 150 h.p. (Kermath or Sterling). Speed 16 miles.

Stoutly Built — Durable — Comfortable — Safe.

Nothing quite like it in quality for the price.

Plans on hand for 48-foot and 53-foot cruisers similar to the 40-foot stock model. These plans will be sent to you in the event that the 40-foot Cruiser is not large enough to suit your requirements.

For descriptive circulars, prices, specifications, write

STAPLES, JOHNSON & CO.
Biddeford, Maine

"It costs less to build good boats in Maine"

During the war, the enemy were sinking our merchant vessels so fast that we were kept busy furnishing new ones with SHIPMATES.

It took some time for us to catch up, but we did it, and for some years we have been filling orders as they come in. Don't hesitate to order any size or form that suits you.

SHIPMATES are made only by
THE STAMFORD FOUNDRY COMPANY
Est. 1830 Stamford Conn.

This Year's Fleet of Metre Boats Taking Shape

(Continued from page 90)

the *Atrocia*, which, while a very comfortable boat to go sailing in, to use her designer's phrase, was nothing to get into an uproar about as to speed. Mr. Hoyt has followed, to a certain extent, the foreign idea of a long boat with moderate sail, and the new boat will be longer over all than the Swedish winner of the Scandinavian Cup, the *May Be*. This boat, by the way, is now owned by Arthur F. Rousseau, of San Francisco, and will probably be an entry in the intercoastal series at Los Angeles this month. *Clio*, a former Long Island Sound light weather performer now owned on the Coast, and a new boat designed and built in Norway by Anker, to be sailed by the Star Class international champion, Walton Hubbard, will also compete in this event.

The six-metre boat designed by Starling Burgess for Frederick H. Prince, of Marblehead, is being built near Bordeaux, France, and even were she eligible for the British-American team it is doubtful if she would be here in time to compete in the trials.

Inasmuch as the four boats to sail on the Clyde must be shipped by June 23rd, early trials against the older boats, which it is earnestly hoped they will outclass, are imperative. No definite trial dates or conditions have been announced but W. A. W. Stewart, head of the committee, believes that the system will be similar to that by which the *Clytie* was picked to defend the Seawanhaka Cup last summer. A selection committee with arbitrary powers will watch the fleet race and pick the four boats they believe most suited to Clyde racing conditions. This method, rather than a positive elimination series, is preferred because of the difference between conditions here and on the Clyde.

As to the other metre boats building, the "Eights" and "Twelves," owners and designers continue to report progress. Harold Tobey's eight-metre, at Nevins', is well along. Burgess and Morgan report that some of the "Eights" building at Rasmussen's for Franklin C. Edson, Adrian Iselin, II, N. S. Corwin, John K. Roosevelt, W. W. Inslee and R. L. Hague, R. H. Amberg, Snowden A. Fahnestock, Lawrence P. Fisher, Thomas W. Russell and F. T. Bedford are already decked and others very nearly so, while nearly as good progress is reported on the twelve-metre boats building at the same plant for C. D. Mallory, W. A. W. Stewart and H. M. Curtis, Frank S. Goodwin, H. L. Maxwell, C. L. Harding and W. Cameron Forbes. Less has been heard — or at least told — concerning the three Anker eight-metre boats building in Norway for Johannes Schiott, Benjamin Cunningham and Wilder Gutterson, but they were ordered early and will doubtless be along with the rest some time in May.

W. H. TAYLOR

Recent Yacht Sales

Reported by Lloyd's Register of American Yachts

Wildfire, 68′ auxiliary schooner. Sold by Ormsby M. Mitchell to A. S. Hathaway, of Boston, Mass.

Montauk, Six-metre Class sloop. Sold by H. Curtis Hall to Eugene Atwood, of Stonington, Conn.

Cythera, Ten-metre Class cutter. Sold by W. A. W. Stewart to Gilbert Ottley, of Glen Cove, L. I., and renamed *Falcon*.

Sister, Interclub class sloop. Sold to Robert A. Goeller, of Larchmont, N. Y.

Rebel, 30′ auxiliary yawl. Sold by Henry C. Grebe, of Chicago, to A. J. Riva, Jr., of Oak Park, Ill., and renamed *Ridanva*.

Bimbo, 43′ power cruiser. Sold by Thomas T. Firth to A. H. Leipert, of Long Island City, N. Y.

Charis, 44′ power cruiser. Sold by Charles H. Harris to Clarence Martins of Savannah, Ga., and renamed *Minclaire*.

Eljena, 52′ power cruiser. Sold by Edwin L. Arnold to John B. Kearney.

Laura, 68′ power cruiser. Sold by Arthur N. Peck to Frank A. Shaw, of New York City, and renamed *Dirigo II*.

Laurentian, 175′ power schooner. Sold by Russell A. Alger to George W. C. Drexel, of Philadelphia.

Mecox, 51′ power cruiser. Sold by Ancell H. Ball to Myron L. Perley, of New York City, and renamed *Blue Mist*.

Nepahwin II, 61′ power cruiser. Sold by W. F. Harris to Lawrence H. Austin, of New York City.

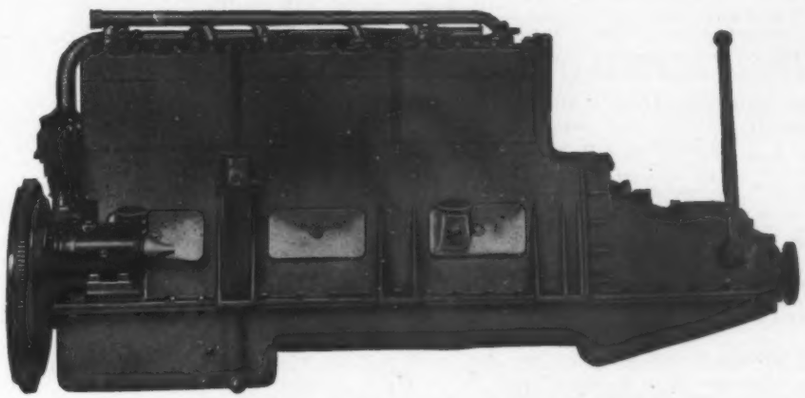
Oceanus, 150′ power yacht. Sold by John W. Kiser to Donaldson Brown, of Detroit, Mich.

Owera, 164′ power yacht. Renamed *Alcedo* by Geo. W. C. Drexel. Sold to E. S. Burke of Cleveland, Ohio, and renamed *Josephine*.

Samuri, 99′ power yacht. Sold by W. Earle Dodge to Alexander H. Rice, of New York City, and renamed *Eleanor IV*.

(Continued on page 134)

Scripps
The Motor That Crossed the Atlantic



Model H-6 200 H.P., High Speed *Including electric starter* $2400.00

Performance, Versatility & Value

SCRIPPS MOTORS have won their share of fame — and more — in speed craft and racing boats, but their most enduring honors have been earned in the less spectacular fields where endurance, consistency, and rugged qualities are of foremost importance. As pioneers in the art of building fine motors, the SCRIPPS organization has always felt its deep responsibility in powering boats that go far out to sea and back. Obedience to this responsibility has inspired engineering, material and craftsmanship that commanded Day's confidence and the faithful performance of DETROIT'S power plant.

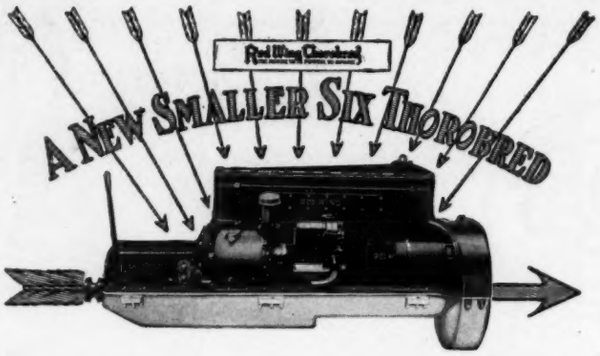
Second only in importance to reliability is the consideration afforded the owner and his guests. The modern power plant must be clean, quiet, smooth in operation, flexible, easy to handle, economical in operation.

With the recent additions to SCRIPPS line, there is no type of boat that need be without SCRIPPS motor power — heavy cruiser or commercial craft, fast runabout or the faithful family all-purpose boat.

A carefully graduated range of sizes priced from $650 to $3000 is now ready for prompt delivery. Ask for a catalogue; better still, outline your power problems in your first letter and receive a helpful engineering service.

SCRIPPS MOTOR COMPANY

5833 LINCOLN AVENUE DETROIT, MICHIGAN



Red Wing "Arrow" Model X 40-80 H.P.

6-cylinder	Bore 3¼"	7-bearing
4-cycle	Stroke 4½"	2¾" crank

ESPECIALLY SUITED FOR FAST RUNABOUTS, PASSENGER CRAFT AND MEDIUM-SIZED CRUISERS

A few of important Specifications of New "ARROW" SIX

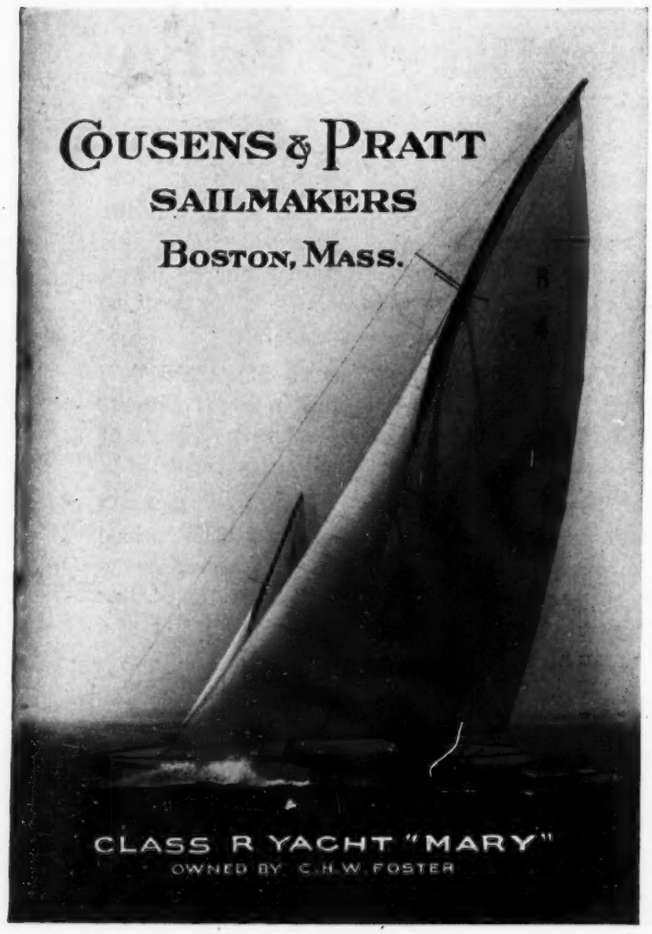
7-bearing crank shaft of 2¾" diameter with extra large bearings.
Genuine RICARDO cylinder head design.
Oil Pan furnished in either gray iron, or salt water resisting aluminum.
Pistons, special lightweight gray iron.
Full pressure feed lubrication with patented submerged type Red Wing oil pump.
Reverse gear, oversize Joes 88% reverse.
Ignition, Bosch H. T. magneto with impulse.
Electric starter, 2-unit 6-volt, regular equipment.
Weight, approximately 850 lbs
Revolutions: Normal service 1400 to 1800 r.p.m., intermittent service to 2500 r.p.m.
Overall length only 58"; width 16¼"

NOT A "LIGHT SIX" BUT A RUGGED AND LASTING HIGH SPEED ENGINE OF TRUE THOROBRED QUALITY. A POWERFUL MOTOR AND A TREMENDOUS MARINE ENGINE VALUE AT **$990**

Complete Including Electric Starter

Detailed circular on "ARROW" Model, as well as other THOROBRED sizes from 4 to 150 h.p., mailed on request.

Red Wing Motor Co., Red Wing, Minn., U. S. A.



Recent Yacht Sales

(*Continued from page 128*)

Scaramouche, 30′ auxiliary schooner. Sold by E. C. Bosbyshell to George E. Vibert, of Pasadena, Calif.

Sirocco, 112′ power yacht. Sold by F. S. Whitin to E. P. Lawson, of New York City.

Victor, 50′ power cruiser. Sold by Victor M. Weil to F. C. Phillips, of Stoughton, Mass., and renamed *Ethel*.

Wilanida, 66′ power cruiser. Sold by M. L. Berry to J. W. Valiant, of Baltimore, Md., and renamed *Dodjewel II*.

Rainbow II, 53′ power cruiser. Sold by J. G. Vincent to Edward VerLindern, of Cleveland, O.

One Thirty, 60′ power cruiser. Sold by Leon Goodman to Dr. G. Layton Grier, of Milford, Del.

Miriam II, 38′ power cruiser. Sold by William Deshler Warner to J. B. Ford, Jr.

Ginette, 19′ sloop. Sold by John Lovejoy to C. A. Kuehnle, of Philadelphia.

Coosaw, 65′ power cruiser. Sold by Robert H. McCurdy to A. L. Butner, of Winston-Salem, N. C.

Conowingo, 69′ power cruiser. Sold by George W. Fleming to T. F. Manville, Jr., of New York City, and renamed *Damfino II*.

Clytie, 38′ auxiliary schooner. Sold by Henry B. Plant to Herbert B. Wellington, of New York City.

Bonnie Jean III, 53′ power cruiser. Sold by W. C. Atkinson to Otto E. Briatmayer, of New York City.

Betty, now *Roulette*, Six-Metre Class sloop. Sold by Joseph S. Carreau to John B. Tytus, of Middletown, O.

Bally Hoo, Six-Metre Class sloop. Sold to Lewis G. Young, of Bronxville, N. Y.

Adolar, 65′ power cruiser. Sold by Samuel B. S. Barth to Dr. Charles R. Hughes.

Typhoon, 35′ auxiliary schooner. Sold by E. W. Kiefer to Robert G. Yerkes, of Grosse Pointe Park, Mich.

Sally XIV, 32′ sloop. Sold by Lawrence F. Percival to Charles F. Adams of Boston, Mass.

Nautilus II, 65′ power cruiser. Sold by E. E. Dickinson to Lucius K. Stevens, of Clinton, Conn.

Natka, Six-Metre Class sloop. Reported sold by Walter H. Bowes to Roderick Stephens, of New York City.

Monomoy, 42′ auxiliary schooner. Sold by John G. Alden to Nathaniel T. Guernsey, of New York City.

Margaret, 54′ power cruiser. Sold by Mrs. Margaret R. Ayling to Frank B. McQuesten, of Boston, and renamed *Valda*.

Heather, 38′ auxiliary schooner. Sold by Robert W. Cummings to Franklin Dexter, of Boston, Mass.

Hawk, 32′ sloop. Sold by I. R. Edmands to C. H. W. Foster, of Boston, Mass.

Cyric, 67′ power cruiser. Sold by Robert C. Morse to Winthrop W. Aldrich, of New York City.

Emerald, 131′ power schooner. Sold by Burns Lyman Smith to A. Atwater Kent, of Philadelphia, Pa.

Mariette, 80′ auxiliary schooner. Sold by Jacob Frederick Brown to Francis B. Crowninshield, of Boston, Mass.

Silhouette, 30′ sloop. Sold by R. H. Amberg to John Dallet, of New York City.

Red Head, Ten-Metre Class cutter. Sold by Philip R. Mallory to John J. Rascop, of New York City.

Aileen, Sound Interclub Class. Sold by J. B. Dunbaugh to Cornelius Shields, of New York City.

Nepahwin II, 61′ power cruiser, sold by W. F. Harris, of New York.

Nadjezda, 48′ power cruiser, sold by E. A. Rusden, of Providence, to William Wraith, of New York City.

Seminole, 33′ auxiliary yawl, sold by Elisha H. Cooper to T. Dwight Partridge, of New York City.

Mecox, 52′ power cruiser, sold by Ancell H. Ball to Myron C. Perley, of New York City.

Hardi Biaou, 60′ auxiliary schooner, sold by Dr. Henry D. Lloyd to E. P. Alker, of Great Neck, Long Island.

Pamilla, 64′ power cruiser, sold by H. T. Hollingshead to George B. Dryden, of Chicago, Ill.

Empress, 38′ auxiliary schooner, sold by Charles D. Mower and F. P. Humphreys to Benjamin C. Finck, of New York City.

To-Windward, 52′ auxiliary yawl, sold by George Leary, Jr., to Capt. C. Moller, St. Croix, Virgin Islands.

Nokomis, 40′ auxiliary schooner, sold by W. W. Aldrich to Rodney Hitt, of New York City.

Sea Hawk, 42′ auxiliary schooner, sold by Raymond P. Morse to A. M. Lindsay, of New York City.

Pequest, 61′ power cruiser, sold by estate of Louis Smyth to Harvey W. Dobbins, Jr., of Red Bank, N. J., to be renamed *Rosalie IV*.

Sea Fox, 31′ auxiliary sloop, sold by Edward M. Slocum to William H. Taylor, of New York City.

Edithia, 47′ A. C. F. cruiser, sold by G. Harold Perry to Edwin Rabitzek, of Mount Vernon, N. Y.

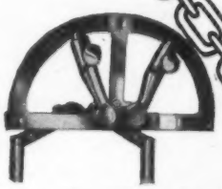
Starling, 64′ auxiliary schooner, sold by George F. Tyler to Charles S. Gerth, of New Orleans, La., to be renamed.

Scaramouche, 61′ power cruiser, renamed *Bobbie II*, by N. D. Woolworth, of New York City.

Patricia, 85′ power cruiser, renamed *Marcon*, by Charles Consolvo at Norfolk, Va.

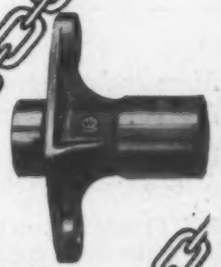
Off with the Winter Cover, Boys!

LET the spring sun cheer things below and the heart within. Fitting out time is at hand, busy preparations for happy days ahead. ¶Guarantee for yourself a happy boating season by guarding NOW against the common killjoys afloat. The leaky stuffing box; replace it with a new Wilcox-Crittenden one—and relieve the pump watch from its sentence of hard labor. ¶A new W-C spark and throttle control, bulkhead type for power boat or auxiliary is a great convenience, while new bronze turn-buckles on your sailing craft will ease your mind when the lee rail's buried. W-C fittings make a good boat better.

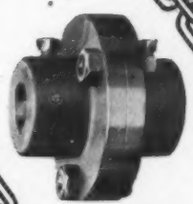


No. 8755—Spark and Throttle Control Bulkhead type. A neat and efficient device of polished brass with levers out of sight behind bulkhead. Fine teeth on spindles insure positive adjustment without slipping.

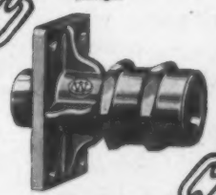
BOATBUILDERS: *Use W-C fittings for new craft and refitting. Easily obtained through your dealer. Send for catalog.*



No. 8641—Stern Bearing 2 fastening flange of heavy bronze, strong and efficient. Also made with 4 fastening flange.



No. 882—Flange Coupling Accurately made, in three sizes regular for most marine engines, and three sizes heavy, for extra heavy duty engines.



No. 8652—Stuffing Box Heavy 4 fastening rectangular flange and box of bronze, plain or babbitted. Also made with 2 fastening flange.

"Sea Craft Suggestions and Supplies" offers you many a pleasant evening's reading this spring. Subjects authoritatively covered include steering gear, ground tackle for mooring or cruising, correct use of flags, boxing the compass, knots, splices, and bends, etc. The Handbook of the Amateur Mariner. Sent on receipt of 50c.

No. 316—Manganese Bronze Turnbuckle. Highly polished. Sizes ½" to ¾". Can be furnished with 2 shackles when desired.

WILCOX, CRITTENDEN & CO.
INCORPORATED
ESTABLISHED 1847
10 SO. MAIN STREET — MIDDLETOWN, CONN.

Now enjoy a fresh clean taste

MORNING, NOON AND NIGHT

.. even after smoking

More and more people are discovering the new scientific way to remove {not cover up} unpleasant after-taste and its twin — bad breath.

WHEN all you have to show for the day is the dark brown after-taste of tobacco or too rich foods—don't feel disgusted with yourself.

You can smoke and eat and still keep your mouth tingling with delightful freshness.

Every morning and every night—whenever necessary use Forhan's Antiseptic Refreshant.

As it cuts and neutralizes the after-taste effect of tobacco or foods, it leaves in the mouth a sparkling, clear, clean taste that lingers for hours.

Moreover, it does more than relieve personal discomfort.

Few people realize it, but bad taste is the danger signal that warns you of the presence of its intolerable twin—bad breath.

When Forhan's Antiseptic Refreshant removes one, it also removes the other . . . without the use of a telltale odor!

Get a bottle today. Keep it handy. Use it freely—as a mouthwash to keep taste and breath sweet and fresh and as a gargle to soothe raw throat, generally the cause of smokers' cough. At all druggists—two sizes, 35c and 60c. Prepared by the Forhan Company, New York, Makers of Forhan's for the Gums.

You Cannot Ignore These Facts

Everybody who has used Forhan's Antiseptic Refreshant says that it has . . .

Power to protect oral passages from infection and keep breath and taste sweet and fresh always

Persistence to safeguard mouth, nose and throat over a long period of time

Penetration to work into the delicate tissue and combat any disease-breeding germs, except in cases of focal infection. That is work for dentist or doctor.

It is safe . . . pleasant to use . . . refreshing . . . And it does what you want it to do without the use of a telltale odor! Try it.

Forhan's ANTISEPTIC REFRESHANT

FOR MOUTH, BREATH AND TASTE HYGIENE

Of Interest to the Skipper

(*Continued from page 108*)

give additional room needed to take care of both new business and the extension of service in cooperation with the trade.

Valentine & Company was established in 1832 in Boston, Mass., and was the outgrowth of a varnish business which dates back to 1811 in that city. The company now operates five modern factories. Two of these, producing chiefly varnish finishes, are located in the Greenpoint section of Brooklyn. The third, a newly constructed plant at Kearny, N. J., is given over entirely to the manufacture of lacquer, primarily Nitro-Valspar. The other two are in Paris, France, and West Drayton, England. Offices are maintained in Boston, Chicago, Detroit, Paris, London and Amsterdam, while agencies are established in practically every country in the world.

Nilsson Boom Track and Sail-Slides

The jib-headed mainsail has been found superior in driving a boat to windward because the sail takes an even and true curve from end of boom to masthead, and is not thrown out of line by the sag of the gaff. It is also more efficient on a reach with the sail eased off, provided the sail can be freed from the slides that hold it flat to the boom, and it can take the form of a balloon jib. This can be readily accomplished by use of the Nilsson track and bar sail-slides that can be slipped out of the track for, say, three-fourths the distance of the length of boom, according to the size of the boat, and by slacking off on outhaul to give the sail the correct form for forward drive.

When turning on the wind again the sail-slides are slipped back into the track, the outhaul set up, the operation being an extremely simple one. The mainsail will always remain the main driving force on a vessel propelled by the wind, and that sail should receive proper attention so that it can do its best work.

Offers Outboard Boat Plans

Outboard motor enthusiasts throughout the country are displaying great interest in the announcement made by L. W. Ferdinand & Company, 152 Kneeland Street, Boston, concerning the new Ferdico Speedster, plans of which the Ferdinand Company is now sending to interested parties.

This Ferdico Speedster is of the hydroplane type, nine feet long with a beam of four feet. She was designed by Arthur E. Doane, N. A., and should prove one of the fastest and most serviceable of the smaller hydroplanes.

A feature of this boat is the adaptation of liquid marine glue along the lines which have become almost universal practice in the building of light, fast craft, particularly for use with the outboard motors.

Persons interested in having plans and specifications for the Ferdico Speedster may secure them from L. W. Ferdinand & Company, 152 Kneeland Street, Boston, Mass., by forwarding ten cents to cover cost of mailing.

The Southern Florida Boat Racing Association, *Incorporated* *of* Greater Miami, Florida

JOHN GILBERT ROBINSON, IV, *Commodore*
DR. DEGARMO GRAY, *Executive Secretary*

Organizers and Directors of the Most Successful REGATTA *ever held in* SOUTHERN FLORIDA

OUTBOARD MOTOR BOATS, COLLEGE SHELL BOATS, CANOES *and* "SAILING YACHTS"

¶ A MOTOR BOAT SHOW will be held in connection with the REGATTA on Biscayne Bay, during the Shrine Convention, the first week of May, 1928. The beautiful trophy presented by Sir Thomas Lipton to the Southern Florida Boat Racing Association, Inc., will be contested for at this time.

¶ Apply for entry blanks to MR. GUY ASHLEY, Chairman of OUTBOARD COMMITTEE, and FLEET CAPTAIN WIRTH MUNROE, SAILING YACHT DIVISION, 202 Bedford Building, Miami, Florida.

JOHN GILBERT ROBINSON, IV
Commodore
THE SOUTHERN FLORIDA BOAT RACING ASSOCIATION, INC.
MIAMI, FLORIDA

DR. DEGARMO GRAY
Executive Secretary
THE SOUTHERN FLORIDA BOAT RACING ASSOCIATION, INC.
MIAMI, FLORIDA

The Southern Florida Boat Racing Association, *Incorporated*

is organizing a tour of the principal cities of OHIO, PENNSYLVANIA *and* WEST VIRGINIA *for* OUTBOARD MOTOR BOAT RACE MEETINGS

¶ There will be a fleet of the FASTEST OUTBOARD MOTOR BOATS in America, with a company of EXPERT DRIVERS known as "THE FLORIDA FLYERS."

¶ A MOTOR BOAT SHOW will be given in each city for two days previous to the REGATTA which will be Saturday and Sunday of each week.

¶ There will be a train of MOTOR TRUCKS carrying Tents, Seats, Speed Boats and other paraphernalia for the holding of a MOTOR BOAT SHOW and SPEED BOAT RACES.

¶ Manufacturers of OUTBOARD MOTORS and MOTOR BOATS will be supplied with information regarding this tour.

Address: DR. DEGARMO GRAY, *Executive Secretary*
202 Bedford Building MIAMI, FLORIDA

The tour of a lifetime...

AFRICA

Ninety-three perfect days devoted to adventure . . . Traversing the mysterious jungles, following the paths of Rhodes, Trader Horn and Allan Quatermain. Visiting the spectacular Victoria Falls, where the rainbows are born —the Kruger National Park, the greatest game preserve in the world—the acres of diamonds at Kimberley, perhaps the most vivid panorama of life in all the world.

Leaving New York . . . . May 23rd
Returning . . . . . August 24th

All Expenses Included—$3,150

American Express African-born escorts insure perfect arrangements throughout
Itinerary includes London, Madeira, Capetown, Cango Caves, Port Elizabeth, Kimberley, Bulawayo Johannesburg, Pretoria, Sabi game preserve, Portuguese Africa, Durban and East London, with three splendid optional return trips. For information about this pulse-quickening cruise-tour, call or write to the nearest American Express office or

AMERICAN EXPRESS

Travel Department

65 Broadway, New York, N. Y.

Always Carry American Express Travelers Cheques

GLOSSARY OF SEA TERMS
BY GERSHOM BRADFORD
A nautical dictionary written by an expert in sea lore. **Price $3.00**
(16c postage West of Mississippi, Canada and U. S. Possessions)
Book Department
YACHTING, INC.
25 West 43rd Street New York

No fires aboard my craft

No, Sir. I keep a couple of flashlights handy. I wouldn't have an open light near the engine and I never go aft to the gasoline tank without a flashlight in my hand. A good flashlight ought to be the first safety measure a skipper takes.

I have genuine Eveready Flashlights, and keep them bright and ever-ready with genuine Eveready Batteries. Those little cells are *alive* with energy and power—loaded to the rail with dependable daylight. I've found you can't equal Eveready Batteries in a flashlight.

Salt water or fresh, canoe or cabin-cruiser, the flashlight habit has been a life-preserver on many a craft.

New Caille Outboard

The Caille Motor Co., of Detroit, Mich., announces the new line of Caille outboard motors for 1928.

The Caille Racer will be a 9-h.p. motor, of 4,800 r.p.m. Under speed test already made with this motor a record of over 30 miles an hour has been developed, according to the makers. The new features are a large gas tank, a special Caille locking device whereby the motor can be safely locked on the stern of the boat, a force speed water cooling system, and an improved type muffler which considerably reduces the noise of the motor in operation, and will be a much appreciated feature, especially in racing circles.

The Caille Master Five Speed Twin will be 4½ to 6 h.p. It will have the larger size gas tank, the improved type muffler,

The Caille Master Five Speed Outboard for 1928.

the two cooling systems — the water pump system, and, in addition, the force speed system. The force speed is an excellent cooling system when the motor is being operated at speed, but with the special Caille Five Speed feature, which is used in this motor, the water pump system is necessary when neutral is being used, or in very low operation, such as for trolling. The Caille locking device is also used on this motor.

The 2¾-h.p. Five Speed Twin, or the Five Speed Junior, will embody a streamline gear housing this year, and, in addition, an improved type carburetor, similar to that used on the larger motors.

Elder Joins Harry W. Sanford

Harry W. Sanford, well-known New York yacht broker, of 501 Fifth Avenue, announces that George W. Elder has become connected with the firm. Mr. Elder, as one of the prime movers of the Star Class Association, and president of that organization, has a wide acquaintance among yachtsmen the world over. He knows sailing yachts thoroughly and is a clever skipper. His connection with this firm, therefore, places his knowledge and ability at the disposal of its clients and is a most happy one from all angles.

The GALLEY GUIDE

by

ALEX W. MOFFAT

Revised and enlarged 1928 edition

Hang it alongside your Galley Range. They are inseparable

A purely humanitarian work planned out of consideration for the digestive apparatus of those who cruise — the thing, after all, upon which success or failure is largely dependent.

This handy cook book contains hundreds of appetizing recipes, as well as several useful and important suggestions as to galley arrangements, supplies, stoves, and fuels, etc.

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FOUR-CYCLE FIVE-CYLINDER

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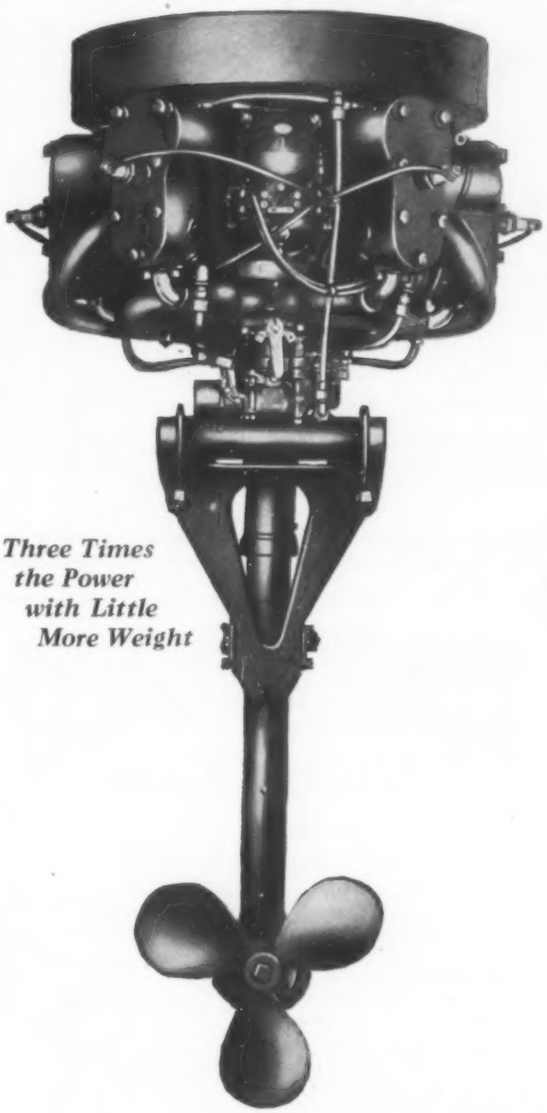

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Sturdy Twin

The Ideal Combination of Speed, Dependability and Light Weight

THIS STURDY TWIN is an exceptionally fast Class B Motor, one we can consistently recommend for those who are out to win races in this class, or who want a sturdy dependable outboard motor for every day use. Because of its brute strength and remarkable speed, it fulfills every requirement of the outboard racing enthusiast, and, at the same time, provides a full measure of dependable, trouble-free service.

Bore 2½", stroke 2". Piston displacement 19.63 cu. in. Speed up to 4000 r.p.m. in racing trim. Propeller speed 60% of the motor speed. Actual weight less than 60 lbs. Bosch "built-in" flywheel magneto.

Write for folder describing this new Sturdy Twin — The latest thing in superior outboard motor design.

The Gray & Prior Machine Company

BUILDERS OF HIGH GRADE MARINE MOTORS FOR OVER A QUARTER OF A CENTURY

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Morse Gear Reduction Unit

Through the announcement of a new internal gear reduction unit, to be manufactured by the Morse Chain Company of Ithaca, N. Y., and Detroit, Mich., the name Morse is destined to become as significant of quality in the field of marine engine construction as it is in the automotive field, in which Morse Silent Timing Chains and Sprockets have been favorites for many years.

The new reduction gear which the company is now supplying to marine engine builders is especially adapted to the requirements of the high-speed engine which is becoming so popular in this field. A feature of the gear's design includes a compact spool gear unit of two-to-one reduction, containing two sets of internal and external gears supported by frictionless roller bearings. This arrangement offers not only extreme quietness and efficiency, but also provides a straight line drive which greatly simplifies installation.

The gear unit is supported at each end by roller bearings. A combined radial and thrust bearing is provided at the flange ends to support the necessary propeller thrust loads. Where installation conditions require it, provision is made for water-cooling of the unit by means of a jacketed case.

Requests for further information regarding this new internal gear reduction unit should be addressed to the Morse Chain Company, Detroit, Mich.

Triplex Glass for Windshields

Invasion of the motor boat industry by Triplex glass, the non-shatterable clear vision glass used in automobile windows and windshields, was indicated at the Motor Boat Show, where it was seen in several boats. Edward Fell Jardine had it in the windshield of one of his 20-foot skiffs and in a 30-foot cabin skiff. Its purpose is to resist breakage such as is sometimes caused by heavy waves, or by impact of any sort. Under impact it will crack but will not shatter, and is waterproof even when thoroughly cracked. Cracked windshields in motor boats are a common trouble which this glass is designed to prevent.

The Outboards for 1928

(*Continued from page 97*)

Canoe-type boats were the mainstay of the exhibit of Von Lengerke & Detmold, which included the Meraco Speedster, Old Town Sea Model and a step plane. The Cape Cod Shipbuilding Corporation showed *Exocetus*, a little 8-foot V-bottom racer with a lot of speed, and several sturdy, serviceable tenders.

One exhibit which caught the public fancy was that of the Alloy Boat Co., where were found two all-metal hydros, the Super Slipper and Baby Slipper, 11′ 6″ long and 8′ long respectively. The hull plating, of a special alloy recently developed, was remarkably smooth, being fashioned from a single sheet of metal. Then there was the Prigg Skimmer, an odd-looking hydroplane, all-metal, waterproof, fireproof and leakproof, at a very low price.

LET YOUR FACE DECIDE

USE BARBASOL ON ONE SIDE—YOUR FAVORITE SHAVING SOAP ON THE OTHER

TAKE your favorite shaving soap and lather up one-half of your face. Lather it well. Brush it up. Rub it in. Hot towel it, and lather it again. Give the Old Soap all the breaks!

Now wet down the other side of your face — with hot water or cold — and leave it wet. Then spread on a film of creamy, cooling Barbasol. No brush. No lathering. No rub-in. Shave! Like this:

1—*Wash the face (and leave it wet)*
2—*Spread on Barbasol (but don't rub in)*
2—*Shave*

Do this for three days in a row, and compare sides while you're shaving.

Notice the difference between shaving the soap side and the Barbasol side. On the soap side there's *pull* and *drag* and *smarting beard resistance*. On the Barbasol side, all smoothness, ease and silky coolness!

Note how *long* it took you to fix up the *soap* side for the slaughter, and how short a time on the *Barbasol* side for the shaving!

That means good time saved when you *double* it for both sides of your face.

Let your face decide

You'll feel the difference. One side all hot and dry, where the soapy alkali worked on the skin. The Barbasol side all smooth and soft and cool, because Barbasol leaves the natural oils right in the skin. No after-smart, no sting, no burn, no ingrowing hairs with Barbasol.

BARBASOL
SKIN FRESHENER
A Tonic
Stimulant
After Shaving—
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Any Time
65c
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Try Barbasol for Three Days
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A generous trial tube sent on receipt of your address and 10c.
THE BARBASOL COMPANY
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Barbasol
For Modern Shaving

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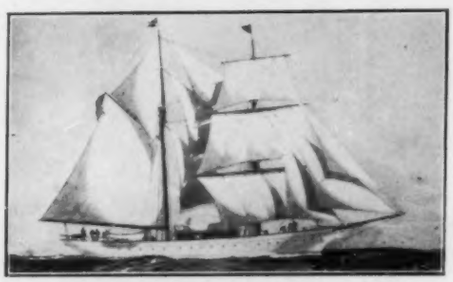
IS EQUIPPED WITH A 5'

WEBBPERFECTIoN RANGE



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Designed by Gielow for Mr. Cornelius Crane

This outfit is adaptable for either coal or oil and provides a plentiful supply of hot water for galley and lavatory service.

Most fine yachts carry our ranges—naval architects and yacht owners having learned of our superior equipment.

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Lee Marine Electric Closets are used by leading yacht designers and builders. No cruiser should be without one. 32 and 110 volts.

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AVIATION LIQUID MARINE GLUE
used in
BABY WHALE
Free-for-All Outboard Champion of America

D. N. Kelley & Son of Fairhaven, Mass., builders of *Baby Whale* outboard boats have many reasons to be mighty proud of their craft, which have been victorious in a long list of races during the past season. The A. C. F. Trophy representing the Free-for-All Championship of North America was won by *Baby Whale* at Washington, September 1927. *Baby Whale* also established a mile trial record of 34.4 m.p.h. for Class C on Strawberry Lake, Hamburg, Mich., October 1927.

Ferdico Aviation Liquid Marine Glue is used throughout the construction of *Baby Whale* boats because the builders have found no better preventive of seam leaks due to tremendous strains and pounding impact of water.

Write for Booklet, "What to Use and How to Use It" describing Ferdico and Jeffery's Marine Glues — for underwater seams; attaching canvas; aviation construction; for light double-planked speed boats; repairing old ships, yachts, boats or canoes. If your boat leaks, tell us your problem.

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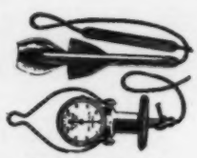

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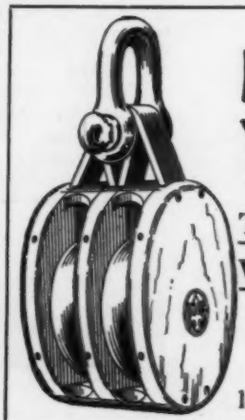

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OPINIONS gathered at the New York Show rate the new FAYBOW "Middy" as the highest expression in Outboard motor craft. There's nothing like it at the price on the market today.

Built along the same smart lines as the latest runabout models, beautifully finished to the last detail, and handsomely fitted, this seaworthy craft is certain to win instantaneous approval from outboard enthusiasts everywhere.

The "Middy" is sturdily built of the finest solid mahogany, with selected white oak ribs, stem and transom knee. Brass screwed hull. Handsome crowned deck. Fittings are of highly polished solid cast brass.

Ideal as a runabout for family use or as a yacht tender, and a perfect craft for the sportsman. Speed, with any good make or size outboard motor, up to 22 miles an hour.

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We predict a big sale for the FAYBOW "Middy" and have increased our production facilities to keep distributors supplied.

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FAYBOW "Middy"
Length, 16 feet
Beam, 52 inches Draft, 5 inches

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20 ft. Mahogany Motor Boat—
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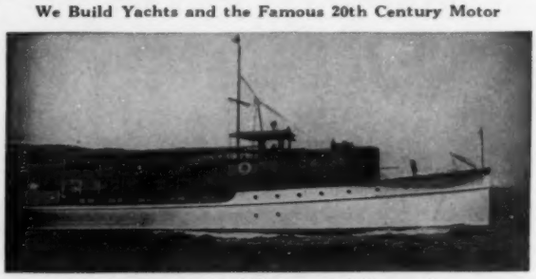

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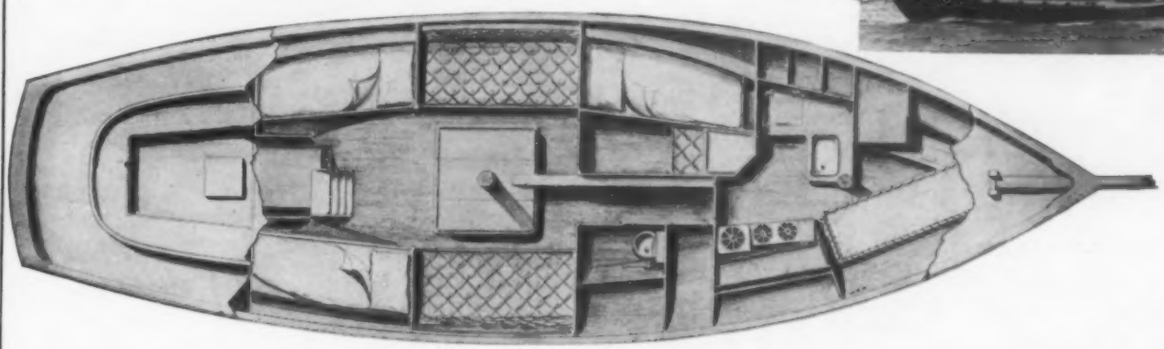
NO. 309 — FOR SALE — Five owners of the boats of this type that I built in 1927 were so enthusiastic about their performances that I am building one more for spring delivery. The new boat will be rigged with Marconi mainsail. 43′ x 33′ x 12′ 6″ x 4′ 2″. 8200 lbs. outside ballast. This schooner works well to windward without the use of the centerboard and I believe she is more able off shore than a similar sized keel schooner. Accommodations include comfortable single stateroom, large salon with four wide berths, toilet and large galley; room in the forecastle for one man. 4-cylinder Scripps engine gives 8 miles under power. Yachtsmen who desire a boat suitable for cruising in both deep and shallow water will find this an excellent investment. Full information from JOHN G. ALDEN, 148 State Street, Boston, Mass.



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The Barnegat Bay, Class E sloop, Inland Lake Scow type—
Designed and built by Jones & La Borde Co.

Length over all 28 feet, Beam 6 feet 6 inches, Draft with boards up 5 inches. Sail area 285 square feet exclusive of spinnaker.

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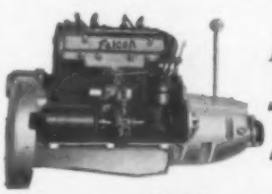

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Auxiliary Power!

200 to 2500 r.p.m.

For light, compact, vibrationless auxiliary power, the new 15 h.p. "FALCON" is in every respect *ideal*. It is also designed for tenders, runabouts and with reduction gear for small cruisers.

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AROUND-sided flat-bottom yacht tender, developed from the sea-going dory that will not swamp in rough water even when towed at high speed. offers negligible resistance and rows with little effort. Designed for use with outboard motors. Built in two sizes 10′ and 12′ and priced from $96 to $114. Equipment includes bronze hoisting rings and rowlocks, floor racks, and oars. Special price with outboard motor. Cotton rope fender extra. Shipment from stock.

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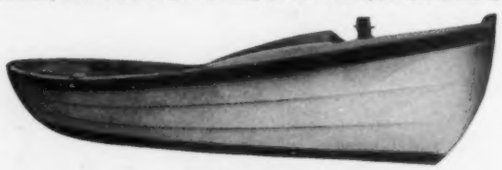

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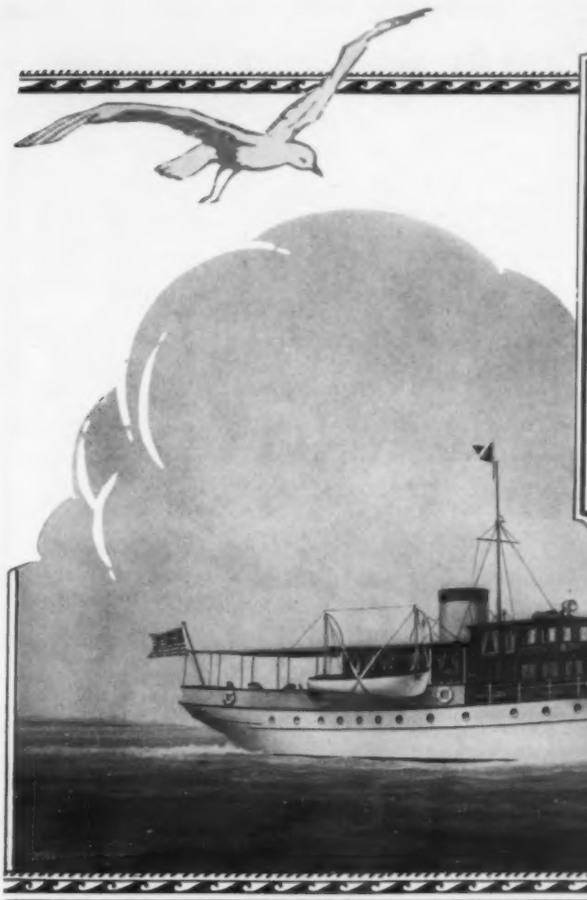

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THE 87-foot Gielow designed Diesel yacht, illustrated herewith, represents the acme in a craft of moderate size, combining safety, seaworthiness and economy. The accommodations include four staterooms with two baths, a deck dining salon and deck living salon. Two vessels of this type are now being built and two more may be completed in time for this summer's use. The price is no higher than you would expect to pay for a good used boat.

Complete plans and specifications for the asking

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Lebby Searchlight, Cabin Control Type.

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The yachtsman who wants the most efficient, reliable and durable searchlight he can get will find the LEBBY is the light he wants. Objects from one-third to one mile away are readily picked up by the LEBBY. The LEBBY is manufactured of solid brass throughout and is guaranteed to withstand the most severe conditions.

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We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirements.

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Oberdorfer Automatic BILGE PUMP

Protection As Well As Convenience

Patents Applied For

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Price $25.75

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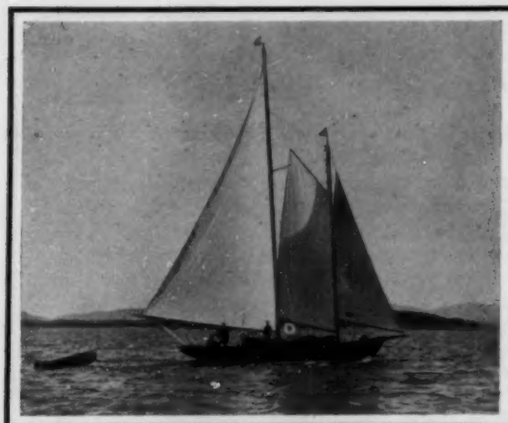
Oberdorfer Pumps



MARITA

Designer JOHN G. ALDEN — *Builder* HARVEY GAMAGE

HER owner writes: "Regarding your paint used on Marita's bottom last year. . . . The bottom was remarkably clean. . . . Am happy to state I was well pleased with the results obtained."

Fine Craftsmen and Particular Yachtsmen specify
MANNING'S MARINE — *It stays clean*

Cruising and Racing Greens and Red

EDWIN M. HILL *Pemaquid Harbor, Maine*

The ideal boat for an outboard motor

You can scoot across the lake in a jiffy in this motor-driven "OLD TOWN." The stern of this canoe is squared off — especially made for an outboard motor. "OLD TOWN CANOES" are celebrated for their lightness and perfect balance. They are fast under paddles alone. Naturally, when you hook a 2 to 4 horsepower motor to the stern of one of them you're going to fairly fly. Made with or without sponsons.

New catalog gives prices and complete information about all models including paddling and sailing canoes, square stern canoes, dinghies, etc. Also fast, seaworthy boats for OUTBOARD MOTORS, racing step-planes, baby buzz hydroplanes, etc. Write for free copy today.

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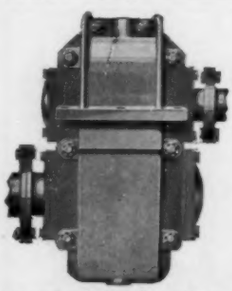

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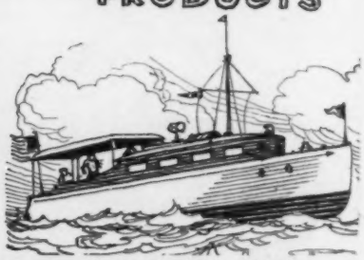

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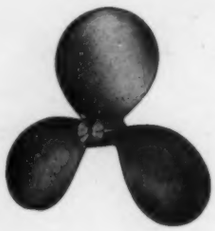

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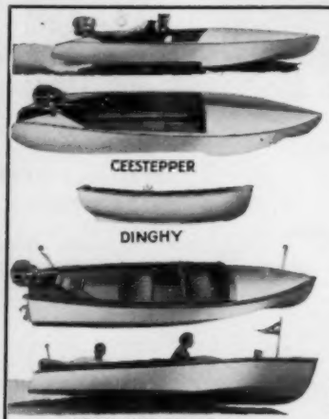

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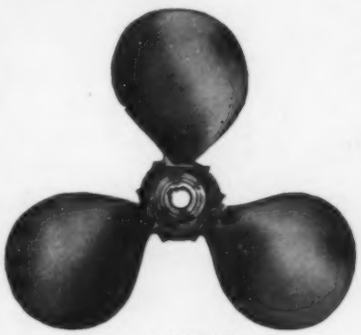

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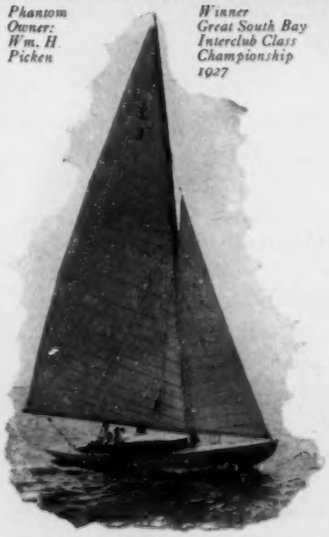

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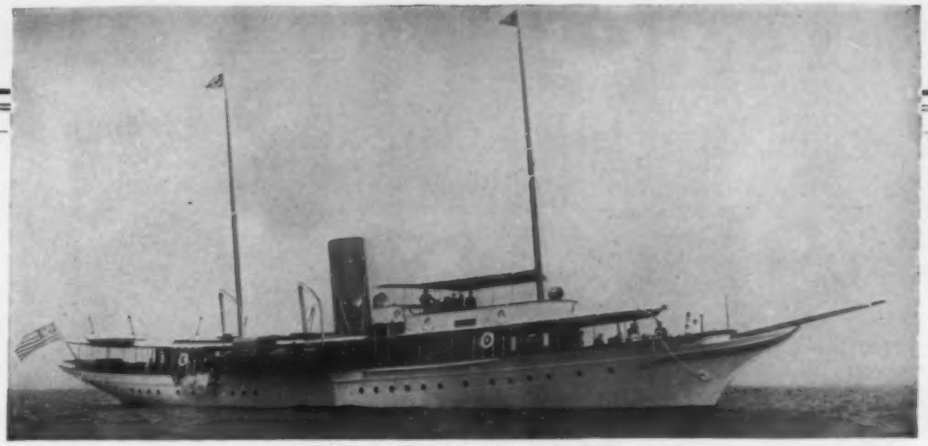

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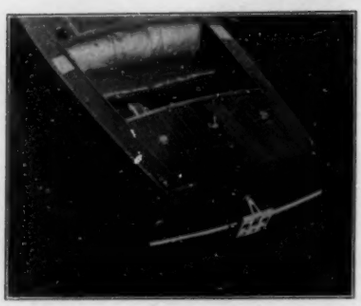
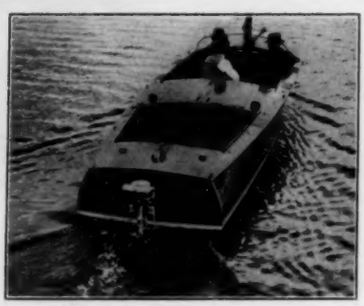
1 **You simply screw three sockets into the stern of your boat. (These can be painted to be practically invisible when the bracket is not mounted.)**



2 **You slip the bracket into these sockets. It is of Lynite—non-corrosive, light in weight, neat in appearance.**

3 **Then clamp your outboard motor on the bracket — and cruise where you will (regardless of the condition of your big motor!)**



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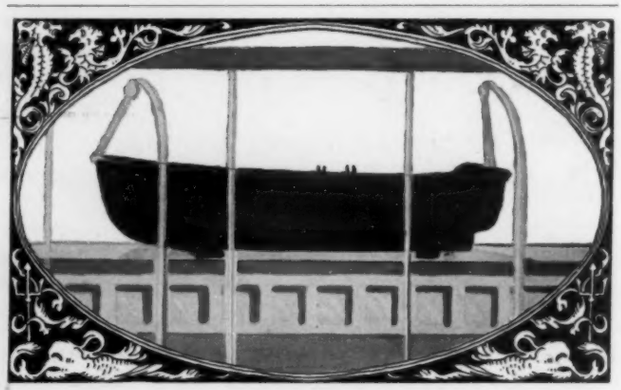

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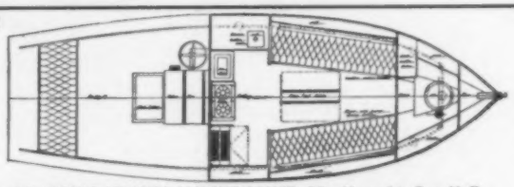

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A Seaworthy Craft!

YACHTING'S A. B. C. statement for the last six months of 1927 has just been released.

YACHTING'S net paid circulation during this period averaged 15,144 copies as compared with 13,458 during the same period of 1926.

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YACHTING'S position as "The Quality Magazine of the Boating Field" cannot be successfully challenged.

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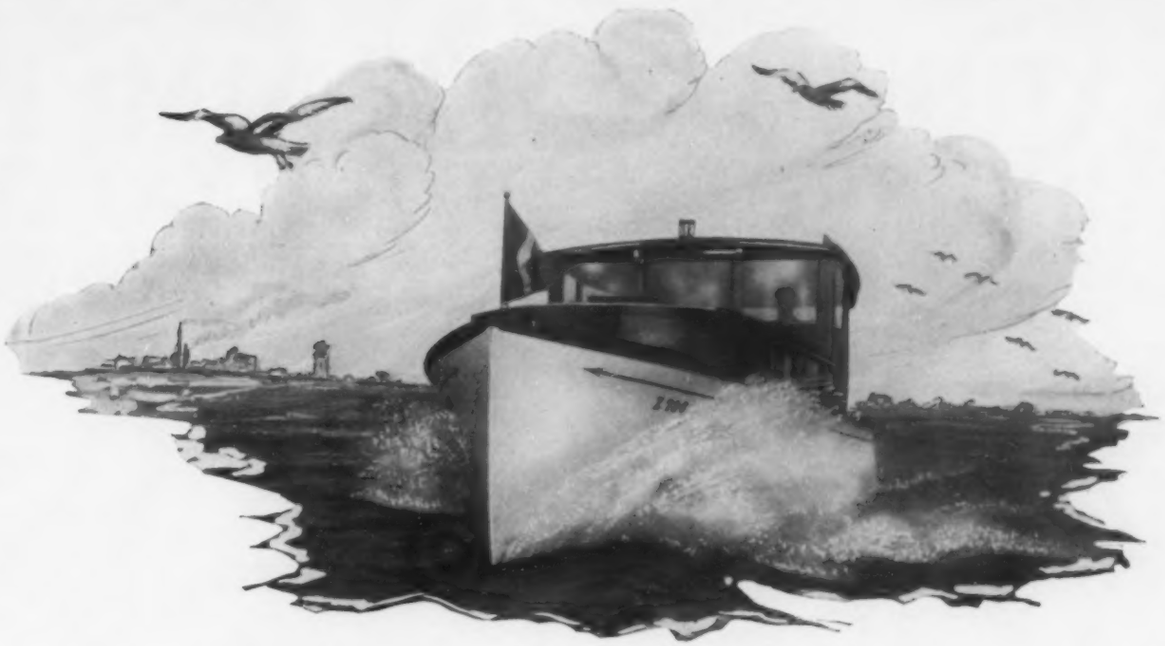

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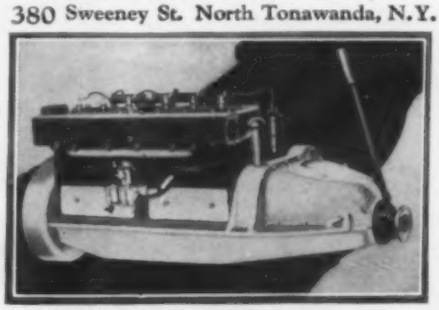

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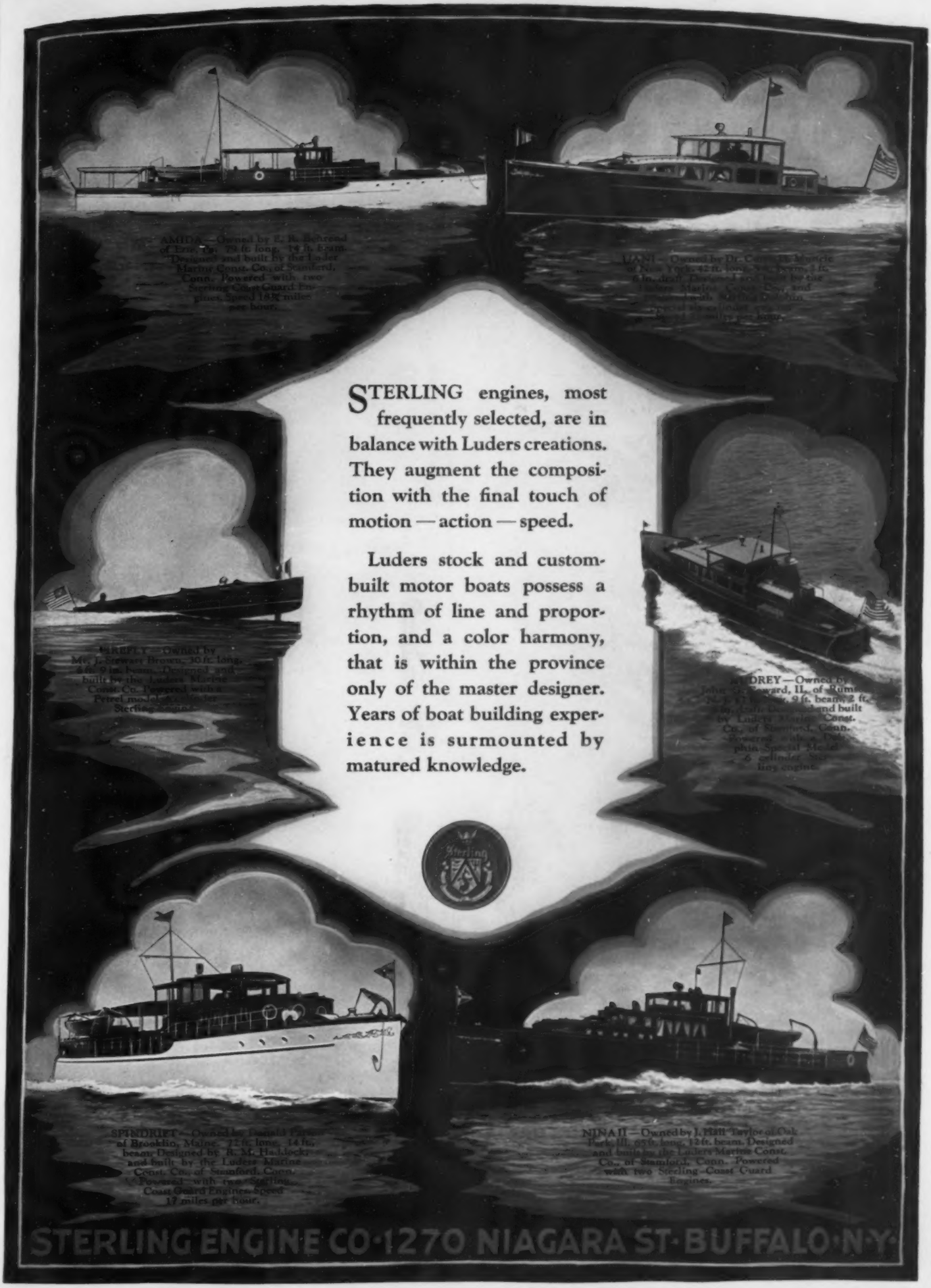
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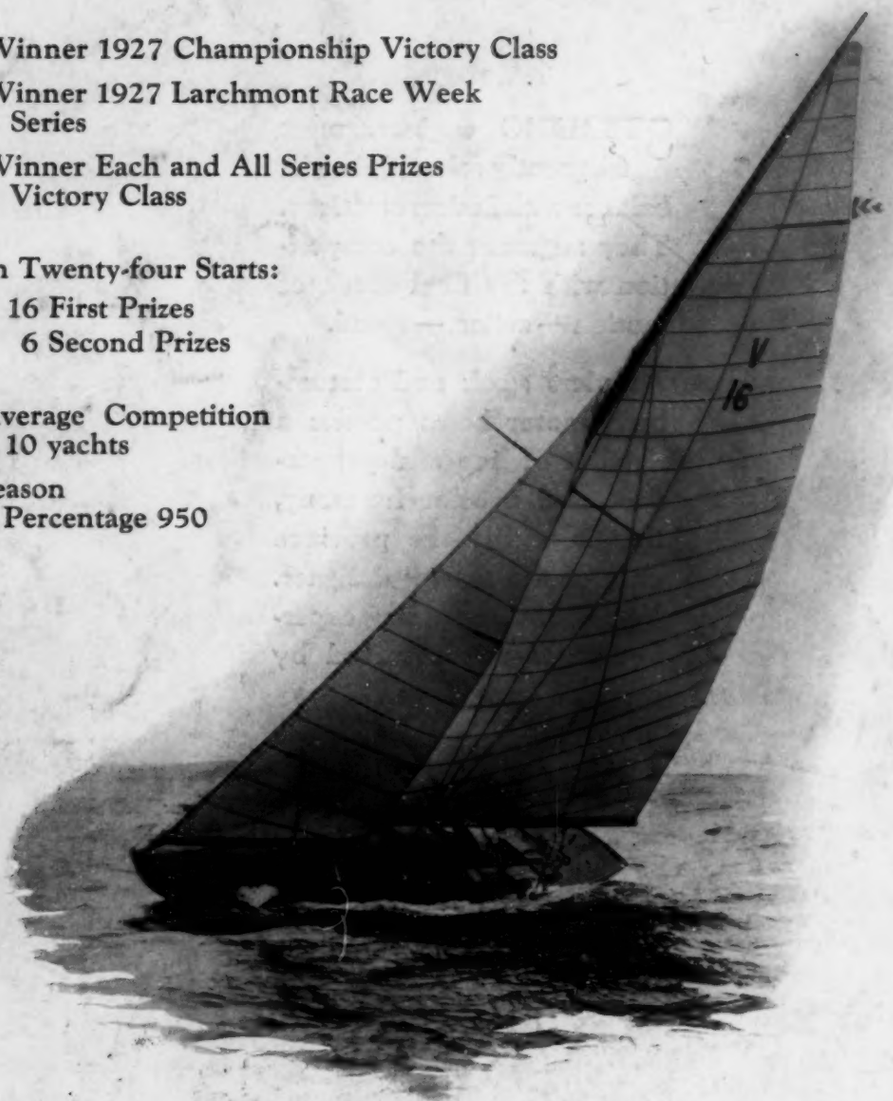

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